



Navy News

AUGUST 1996 60p



MBE for 'Jack' creator
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Polaris: The weapon that helped win the peace
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Manchester in Ireland
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Electronic diving sets take Navy down to record levels

DEEP CONQUEST

NEW HI-TECH diving sets have been developed to make the Royal Navy's mine clearance divers the best equipped in the world.

The new sets will almost double depth limits, and a trials team has already broken the RN record for a self-contained dive by reaching 86 metres.

350 fewer crew for new LPDs

ENTRY into service of the two new assault ships ordered to replace the veteran vessels HMS Fearless and Intrepid will mean a manpower saving of 350 officers and men.

In announcing the £450 million order on July 18, Defence Secretary Michael Portillo said the ships, of similar size and capability to Fearless and Intrepid, will have a ship's company of just over 320 each.

The older vessels have a complement of 550 each, including 50 officers. The new ships will be designed to have 20 per cent of their accommodation capable of female occupation.

The order has been placed with GEC Marine, and the ships - to be

● Turn to back page

Eight of the electronically controlled sets will be delivered in February, and eventually the Navy will have 240 of them. Known as the CDBA (Clearance Diving Breathing Apparatus), the equipment has been developed by Carlton Technologies Inc., an American subsidiary of the British aerospace conglomerate Cobham plc.

Using the sets, Royal Navy divers will be able to deal with magnetic and acoustic mines lying on the seabed as deep as 90m. The depth limit of the set currently in service is just 54m.

Superior

The CDBA is derived from the standard set in service with the US Navy, but experts believe that new developments have made the British variant far superior.

The Royal Navy divers operate under strict safety regulations, but the present equipment is modified from an oxygen design which entered service in the Second World War. Following a critical

● Turn to page 9

Red sails in the Somerset



This picture was taken during trials with the new diving set, and shows the back-up system developed during the tests.

A BOND Super Puma helicopter brings some colour into HMS Somerset's sea trials as it approaches for a transfer of Flag Officer Sea Training staff.

The Somerset has started her Part IV trials after being accepted into service in May. Earlier she spent a weekend in

Falmouth after a shakedown period.

She then undertook two weeks of preliminary safety training under FOST before returning to Devonport for the commissioning of her weapons and sensor systems.

Somerset is due to be commissioned in September and will resume her sea trials in October before becoming fully

operational the following month.

Two-year-old Robert Markland has become the first child to be christened in the ship.

The ceremony meant that Robert, the son of CPOMEA(L) David Markland and his wife Susan, became the first to have his name engraved inside the rim of the ship's bell.

Chatham sailors restore Crimea memorial

A MEMORIAL at Sevastopol marking the site of a cemetery for British forces who died in the Crimean War has been repaired and tidied up – by the Royal Navy.

Work on the memorial was carried out by 15 volunteers from the frigate HMS Chatham, making a "Partnership for Peace" visit to Odessa in the now independent republic of Ukraine.

The work party had been flown from Odessa with the Commander UK Task Group, Rear Admiral Alan West. While he met the Commander-in-Chief of the Ukrainian navy and the Deputy Defence Minister, the sailors were armed with hoes, picks and shovels to get the memorial ship shape.

The cemetery for those who died during the siege of Sevastopol in

1854-55 was destroyed during the German siege of the port in the Second World War, and the memorial was built by the local authorities just five years ago. It records the names of the British regiments and ships which took part in the earlier conflict.

As a final tribute before leaving, Admiral West laid flowers at the obelisk in the centre of the memorial.

Earlier the Chatham, at the end of an eight-month deployment spent mainly on Gulf patrol, visited Varna in Bulgaria and Constanta in Rumania before arriving at Odessa.

There, sailors found that they had instantly become millionaires – Ukrainian rouble millionaires, that is, each million equalling £4, the price of three beers.

During the two days that

Chatham was in the Ukrainian port she was visited by thousands of the public, and on her last evening there the Ukrainian armed forces band played on the promenade overlooking the ship.

On the steps of Ukraine

DESCENDING the Potemkin steps in Odessa, an Honour Guard from HMS Chatham returns to the ship after taking part in a ceremony to pay tribute to the Ukraine's Unknown Sailor. The flight, which leads from the port to the city, is closely associated with the unsuccessful 1905 revolution during which the sailors of the Russian warship Potemkin mutinied. The steps were immortalised in a famous sequence from Sergei Eisenstein's film *Battleship Potemkin* made in 1925.

Picture: PO(PHOT) Fez Parker



Campbeltown in the lead

HMS Campbeltown leads the ships of Standing Naval Force Atlantic during an exercise off Puerto Rico.

Currently under the command of a British officer – Commodore Andrew Gough – SNFL was sailing line astern through a cleared

channel in a simulated mine-field. At the helm of the Campbeltown was the ship's Commanding Officer, Capt Adrian Johns.

As part of the exercise the Type 22 frigate fired a Seawolf missile at a towed target.

Picture: LA(PHOT) Mark Hipkin.



Rethink on POW pay deductions

MONEY DEDUCTED from the pay of thousands of prisoners of war in 1939-45 may be refunded if a new Ministry of Defence review finds in their favour.

Up to 50 per cent of the pay of 10,500 officers and 4,000 "protected personnel" – medical service staff and padres – was deducted in Britain during their captivity. It

was done on the assumption that Germany and Italy had been abiding by the Geneva Convention and paying prisoners a wage comparable to that received by their own Servicemen.

However, enemy countries did not pay prisoners regularly, if at all, and German payment was in virtually worthless camp marks.

Now, following a long campaign by the National Ex-Prisoners of War Association, the Government is setting up a review headed by Earl Howe, Parliamentary Under-Secretary for Defence.

Interest

Mr Graham King, spokesman for the NEPOWA said: "At the end of the war anyone who had had his pay deducted and had not received proper pay from the enemy could get a refund, but there was a general lack of information and many did not apply."

Mr King assesses that the Treasury saved £1 million in 1945-46 by not refunding pay deductions of POWs returning from Europe. The Association would like to see the money refunded with interest to the ex-Service people involved, or to the next of kin of those who have died.

Non-commissioned Servicemen were not entitled to enemy pay and had no money deducted. Neither did those who were captured by the Japanese.

A VOTE in the House of Commons has backed Government plans to transfer the married quarters estate to private ownership.

The go-ahead was given after the announcement by the Defence Secretary of additional safeguards for residents, including an independent arbitration system over site redevelopment proposals.

The vote removes the last stumbling block in the way of the proposed sale which has generated months of controversy. As reported by *Navy News* in January, the deal would involve 60,000 homes in England and Wales, 12,000 of which are vacant.

During July a statement by the Chiefs of Staff backed the proposed sale, and in a letter to occupiers, Defence Secretary Michael Portillo stressed that the plan would enable the Ministry of Defence to spend £100 million on upgrading the homes, many of which are in poor condition.

The MOD would have a 200-year lease on the estate, the buyers having limited rights – "very tightly controlled" – to apply for redevelopment of sites after the first 25 years. The buyers could also propose a swap which would give the

The new conditions

THREE additional safeguards were announced by the Defence Secretary during the Commons debate on the proposed sale of Service homes.

When an exchange option is proposed by the buyer and meets all the criteria for a swap to an area with equivalent amenities such as schools, shops, doctors, etc, families will be consulted before a decision is reached. And should there be disagreement there will be a "back stop" safeguard of independent arbitration. In addition, the quality as well as the availability of schools will be taken into consideration.

Mr Portillo also said that notice of application by the owner for redevelopment of any site would be extended from 21 months to four years and would be accompanied by a two-year rent-free period to compensate MOD.

MQs within military bases will be immune from redevelopment.

them an MQ site in exchange for an alternative where the homes and amenities would have to be at least as good.

Mr Portillo reiterated the Ministry's pledge that occupiers would continue to deal with the MOD's Defence Housing Agency, not the owner. Charges would continue to be set by the Armed Forces Pay Review Body without any link to the sale.

The buyers would have no day-to-day role in the management of the estate and would not even be allowed to visit sites without giving notice and being escorted.

"Where we have surplus houses, the DHE and the three Services will be working together to identify groups of quarters that can be released, to prevent problems which arise when individual quarters within patches are let to civilian tenants," said Mr Portillo.

"I have made clear all along that the sale will go ahead only on the right terms; terms which satisfy legitimate concerns and interests. We are committed to ensuring that Service families are properly and fairly housed."

"The Chiefs of Staff and I believe that the sale of the estate,

while retaining the DHE for its management, gives us the right basis for real improvements in Service housing which are long overdue."

Commodore Bob Turner, the Navy's Director of Service Conditions, told *Navy News* that he understands the concerns of some families – mainly in the Army – but believes they are unfounded.

"The DHE, not the buyer, controls the retained estate, and it is the DHE, like Naval Housing before them, who must manage the day-to-day running of the family quarters estate, and target resources more effectively."

Commodore Turner, whose staff have been representing the Navy in MOD deliberations, said the Agency was making good progress towards a genuinely customer-centred approach and the application of "appropriate" civilian practice.

Study group

"For example, they are establishing a study group to examine specifically the juxtaposition of serving and civilian personnel, a well known issue as seen in the shrinkage of the Rowner estate at Gosport over many years."

He said that since the formation of the DHE in April, his staff and the Second Sea Lord's Personal Liaison Team had received favourable comments on the management of married quarters.

He was confident that needs were being met, although there was still scope for further improvement.

Navy drops its guard

WITH 700 Naval personnel committed to The Royal Tournament this year, something had to give – and it was the 96-strong Royal Guard.

Instead, the Queen's route into Epsom Court was lined by the sailors and Royal Marines who would be taking part in the arena displays.

A spokeswoman for the Ministry of Defence said that as the Royal Navy was this year's lead Service, it was thought to be more important to keep the RN participation in the show at a high level rather than muster 96 personnel to train for two weeks to provide a guard.

"The Queen was informed and fully approved," she said.



The Fleet Air Arm sail into town... Airmen from RN air station Yeovilton arrive at Epsom Court to put their Sea Harrier FA2 on display at the Royal Tournament.

Picture: PO(PHOT) Fez Parker.

Chatham receives its Victory

A FOUR-TON model of HMS Victory has arrived at Chatham Historic Dockyard, 54 years after it was built to star in a film about Nelson.

The 25ft long model was derigged and brought across the Atlantic by cargo vessel. Restoration of the masts and other work is expected to be finished for its public debut in this country – on Trafalgar Day, October 21.

The model was built for the 1941 film *Lady Hamilton*, made in Hollywood and starring Laurence Olivier and Vivien Leigh. It was eventually given to the USN Training Center in San Diego where it was on display until the centre closed.

The model was put into the hands of the RN Association branch at Long Beach, who decided to give it to Chatham after an approach by the historic dockyard.

Agencies go for people power

A NEW Defence Agency to ensure enough Naval manpower is fully trained, available and effectively deployed in peacetime was launched last month by Parliamentary Under Secretary of State Earl Howe.

Under its first Chief Executive, Naval Secretary Rear Admiral Fabian Malbon, the new Naval Manning Agency (NMA) will be responsible for maintaining a vital contribution to front line capability, he said.

Owned by the Second Sea Lord, the NMA would stay within Portsmouth Naval Base. The greater flexibility which agency status would bring would provide opportunities to build on current professional expertise and high performance to achieve greater efficiency and value for money.

The agency had identified a number of key targets for its first year, including:

- More than 93 per cent of officer, rating and RM other ranks to be filled.
- Total strength of RN personnel to be within one per cent of requirement.
- More than 60 per cent of officers to receive more than four months' notice of change of appointment and more than 90 per cent of ratings/other ranks to receive more than the specified notice for change of employment.
- Number of occasions where minimum time ashore criteria are not met to be less than 150 per

year. Meanwhile Armed Forces Minister Nicholas Soames announced that a commercial partnership agreement between the Royal Navy and the Flagship Training consortium had been given the go ahead (see also page 11).

The decision allowed the Naval Recruiting and Training Agency to enter a formal agreement with Flagship Training and develop plans for each of the NRTA's shore training establishments - which should take about six months.

Apprentice-style

A key element is the prospect of training "under the White Ensign" - drawing on the RN brand name and reputation for quality training.

This could include expanding foreign training, apprentice-style technical training and personal development training.

Said Mr Soames: "This new arrangement provides a unique opportunity for the UK public and private defence sectors to work together in the world defence market and provide the right environment for substantial investment under the Government's Private Finance Initiative."



URNUs make for a big boat race

FOR the first time, the RNR Sailing Regatta was open to the University RN Units, so there were around 40 boats on the water for each race at the RN Sailing Centre at Whale Island.

Seen accepting the Longden Cup from Commodore Donald MacDonald are S/Lt Jennifer Sanderson and Lt Anthony Stickland from HMS King Alfred, which hosted the event.

That famous smile

THE QUEEN Mother, who will be 96 on August 4, arrives at Falmouth after a short cruise down from Portsmouth in HMV Britannia.

Escorted by HMS Glasgow, the Britannia had earlier visited Belfast with The Prince of Wales, docking in the harbour for the first time.

Falmouth was also the venue for the rededication last month of the Type 22 frigate HMS Cornwall, returning to the Royal Navy's front line after her first major refit. She last visited the town in 1988 for her commissioning by her sponsor, The Princess of Wales.



Shetland soothes the sandeelers

HMS SHETLAND was sent to the Wee Bankie fishing ground in the Firth of Forth during an eight day confrontation between Greenpeace vessels and Danish sandeelers.

'Oggie, oggie, oggie!'

DEVONPORT finished champions of this year's Field Gun competition at the Royal Tournament with 22 points, the Fleet Air Arm team following with 20 and Portsmouth in third place with 19.

Echoing Euro 96, Portsmouth fell victim to penalties. They actually came home ahead of arch rivals Devonport in the Saturday afternoon run - only to find that a few fatal mistakes in their drill had cost them their hopes of joint first place.

Then they went on to lose to the Fleet Air Arm in the evening.

The victors marched through the streets of Plymouth on 23 July.

Meanwhile HMS Collingwood A team won the Brickwoods Trophy in the establishment's Field Gun Day which attracted teams from all over Britain - and one from HMS Rooke in Gibraltar (see back page).

Greenpeace were protesting at "over fishing" of the sandeels, used for fish meal and oil, and the Scottish Fisheries Protection Agency called in the Navy ship when the Greenpeace vessel Sirius came on the scene.

Sirius deployed four rigid inflatables along with a variety of floats in the path of the fishing vessels and swimmers also entered the water holding onto the floats, which passed down the side of the trawlers before floating clear astern, the Shetland's commanding officer Lt Cdr Duncan Matthews told Navy News.

"The Danish fleet steadily rose to around 30 vessels and the Sirius was joined by another Greenpeace vessel, the Arctic Sunrise.

Boardings

"We carried out routine boardings of the sandeelers, close to the Greenpeace boats, and our presence was very much appreciated by the Danes.

"Throughout the period we mediated between both sides and encouraged constructive discussion to defuse a potentially volatile situation - Very pistols were fired by the fishermen and fishing nets cut and damaged by Greenpeace throughout the eight day dispute.

"We monitored several stand-offs between the two parties - one of which developed into a 15 knot chase with one Danish fisherman threatening to 'sink' the Sirius.

"Skillful seaboat handling and stoic indifference to the

Greenpeace antics by our ship's company ensured that no-one was injured, no fishing vessels damaged - and only minor inconvenience inflicted on the fishing fleet."

Sultan swings with a super show

HMS SULTAN's Summer Show - one of the most popular single events staged by a naval establishment - looks set to have doubled last year's total takings, which will send over £12,000 to local and naval charities.

Thousands flocked to the Engineering School's spectacular, where attractions included displays from the HMS Sultan Window Ladder and Aerobic Display team, MOD Dog Handlers, a field gun competition and the Tigers Motorcycle Display Team.

Sultan's Sentinel steam engine and 20 other engines and road rollers were popular items, along with the Double LL Vintage Car Club from Midhurst.

IN BRIEF

Homage to Ardent

COMMANDER UK Task Group Rear Admiral Alan West visited the Falkland Islands and laid a personal wreath from a Sea King helicopter over the last resting place of HMS Ardent, the Type 21 frigate he commanded in 1982 which was sunk by bombing in Grantham Sound with the loss of 22 lives.

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MEMBERS of the Mencia Day Centre visited RN Air Station Culdrose last month to watch a practice run by the Fleet Air Arm Field Gun Crew.

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COCKLESHELL community centre at Eastney was opened by the last survivor of the famous "Cockleshell Heroes" who trained nearby for the raid on shipping at Bordeaux Bordeaux in 1942, former RM Cpl Bill Sparks.

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TRAFALGAR Day Service in Exeter Cathedral will be held on Sunday, October 20 at 11.15a.m.

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THE LST and Landing Craft Association held a service at the Royal Naval War Memorial on Plymouth Hoe to commemorate the D-Day landings.

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THE ROYAL Hospital School Concert Band, which has just released its first CD, 'Holbrook' (tel 01473 327494 for copies at £10) performed at the Royal Tournament last month.

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NEW Warrant Officers and Senior Rates Mess at HMS Heron was opened by Capt Sir Donald Gosling who was made an honorary life member.

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SS CANBERRA, the cruise liner which ferried British troops to the Falklands in 1982, is to end her career next year, P&O Cruises have announced.

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HMS BELFAST in War and Peace, a new exhibition on board the World War II cruiser preserved on the Thames at Tower Bridge, opened last month.

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PRINCE Michael of Kent, Honorary Commodore of the RNR, opened the new home for HMS Vivid at Mount Wise, Plymouth.

□ □ □

GOSPORT Aviation Society is to hold a memorial service and present a plaque at the house in Lee on Solent where ten Wrens stationed at HMS Daedalus were killed during a bombing raid on 23 November 1940. Contact Mr R Jones, the Gosport Aviation Society, Priddy's Hard, Elson, Gosport for details.

□ □ □

A SEARCH and Rescue helicopter from 819 Naval Air Squadron at RNAS Prestwick took part in the Midlothian Safety Day at Arncliffe House, Gorbidge.

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RNAS CULDOSE Theatre Club has won the Barbara Trophy for best overall performance in the RN Drama Festival - for the second year running - with their production of Dennis Potter's 'Blue Remembered Hills'.



Drafty... Supply and Secretariat



Mind the gap, please

THE RETENTION of personnel in the Navy is a major problem.

With so many people leaving, a gapping problem has been created and the Supply Branch is one of the most affected.

For the last few months shore schemes of complement have come under close scrutiny as the gapping problem has worsened.

Redundancies, increased use of reduced margin for medically downgraded/welfare cases, maternity leave, the extraordinary number of ratings leaving the Service on TX or on notice, recruitment shortfalls and fewer Part IV trainees emerging from Raleigh to compensate are all factors which have taken their toll.

Gapping

Gapping is prevalent in all Supply categories but the difficulties are most apparent in the Writer Branch.

Gapping of billets is, as far as possible, in accordance with DCI(RN) 41/96 but a substantial number of billets are 'singleton' posts and many units are complemented with less than four Writer ratings, making it difficult to invoke the terms of the DCI and this places even greater pressure on the larger establishments.

2OE and a relaxation on the withdrawals of notice, together with short extensions of service have helped but in the middle of 1996 almost every establishment was below 85% manning and several to less than 70%.

Drafty is doing his best with the limited resources at his disposal to ensure an equitable spread of the pain and fully appreciates the con-



cerns of all employers.

In particular, the effect of gapping on ratings who should be attending professional and leadership courses, PJTs and EVTs is well recognised.

But in view of the prediction that the Writer specialisation will move into deficit by early 1997 it is likely that gapping ashore and turbulence will increase.

Captain Naval Drafting now has the scope to offer more in the way of 18 month notice withdrawal. These will be selective, targeting those people we need to keep rather than those who would like to stay.

Transfers

Transfers out of the Writers Branch will only be allowed to the sideways entry branches. 2SLCNH Gosport's WAC 131553Z June 96 is the latest signal on branch transfers.

The offer of more extensions of service (EOS) for the Writer Sub Branch of up to two years will be possible while this shortfall exists.

This is favoured over an increase of 2OE numbers as it has fewer long term implications over

advancement and promotion prospects.

The extended period of two years will initially be targeted at LH level, with shorter extensions for senior rates.

Many Caterers and Stewards will have heard about the Cazalet report which reviewed the need for official residences and the employment of uniformed staff on the retinue of the Senior Officer occupying them.

Plans have now been drawn up to implement those recommendations as they affect Naval manpower. Inevitably, some Chef, Caterer and Steward billets will be lost, but by no means all.

In his report, Sir Adrian Cazalet recognised that the appropriate level of support to senior officers in certain posts was entirely just-

fied and should continue, so some dedicated billets will remain.

In addition to this, the Second Sea Lord's department has been looking at the most efficient way to provide flexible support for occasional entertainment in the years ahead.

Pooled resources

This has led to the establishment of small pools of suitably qualified men and women at Northwood, Devonport and Portsmouth for this task.

The billets are:

HMS Warrior; CPO, LCH, CH1, POSTD, LSTD and STD1 (Start February 28, 1997)

HMS Drake; CH1 and LSTD (Start January 6, 1997)

Royal Marines Chefs needed

DRAFTY has heard a reliable buzz from the field kitchen range at Lympstone that the corps has a slight shortfall in its requirements for chefs.

Interservice transfer to the Royal Marines is open to any suitable applicants (there are no females in the Royal Marines except for those in the band service) who are capable of completing the 30 week initial training course at Lympstone. For further details, contact your Unit Personnel Office.

HMS Nelson; CPOCA, POCA, 2CH2s, POSTD and LST (Start February 28, 1997)

Some of these new billets will be filled by ratings on existing retinue staffs. Should you wish to be considered for one of them when coming ashore, consult your Divisional Officer. If he or she recommends you, send in a C240.

It has been four months since the amalgamation of the Cook and Caterer sub branches officially got underway and we said farewell to the Cooks and welcomed the Chefs.

Ahead lies a three-year transition period where cross training consolidated by appropriate on the job expertise will be the flavour of the months to come.

DCI(RN) 4/95 included the information that some senior rate members of the branch will not be eligible to attend the cross training course, because of the three-year return of service criterion.

Ratings in this bracket need not feel disadvantaged, because Drafty sees no significant downturn in the opportunities for the source branch skills, other than the Cazalet Review, over this period.

But for those with longer time to serve, the priority is to complete the respective career or cross training acquaint course at Leading Hand or Petty Officer Level.

Please consult your line manager with a view to getting on the appropriate course at HMS Raleigh as soon as you can be spared.

Drafty will be happy to advise on dates and vacancies available on these courses. He must fill the courses, so there may be some gapping ashore.

SHIP OF THE MONTH

POSTCARD SUBSCRIPTION



Pictured above HMS ARUN

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THE FEATURED VESSEL FOR AUGUST WILL BE HMS LONDON, A TYPE 22 FRIGATE

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THE SKYE'S THE LIMIT!

HMS ALDERNEY is back in business after a two-month DED programme at Rosyth.

The ship is now on fishery protection duty in Scottish waters and was involved in policing the Sandeel dispute between Greenpeace and Danish fishermen.

Alderney is seen here passing the new Skye road bridge on her way to Faslane for shake-down and operational sea training.

The ship came alongside at the Kyles of Lochalsh and during the passage she anchored off for visits to Portree, Tobermory and Rothesay. Picture: AB(S) Henrys





London theatre-goers enjoy brief interval

SUMMER leave is never more welcome than when it has been well earned as the ship's company of the Type 22 frigate HMS London would cheerfully testify.

Between November last and March the vessel was engaged on Operation Hamden in the Adriatic and was the only NATO ship to be consistently off the Bosnian coast within range of the shore Styx missile batteries.

The first Royal Navy ship to visit a Croatian port (Split) since hostilities began in the Balkans in 1992, she was the last RN vessel under NATO command to leave the theatre following the success of IFOR.

As well as fulfilling her operational commitments, HMS London carried out goodwill assignments in Albania and made visits to Barcelona, Malta, Palma and Bari in Italy. Throughout the period she played host to many important visitors, including high-ranking members of the Armed Forces of this country and others, the Archbishop of Split and the British Ambassadors to Albania and Rome.

Three weeks of post-deployment leave on HMS London's return to the UK on March 21 was to be followed by weapons training off Plymouth, a visit to Newcastle, enhancement work at Devonport, six weeks of assisted maintenance while alongside and two weeks of sea trials on the enhancements.

At the end of this month the ship is scheduled to deploy again for several weeks of operations and exercises.

Primarily designed for anti-submarine warfare, the Navy's Type 22 frigates are also well-equipped for self-defence and attacking targets above, on or below the sea surface. HMS London is the fourth of the six "stretched" Type 22 Batch II; her sister ships being Beaver, Boxer, Brave, Sheffield and Coventry. Launched in October

1984, she was accepted into service in February 1987.

For ASW she is equipped with a 2031 towed array for long-range passive sonar and a shorter range 2050 active sonar for detecting submarines. To attack them she carries two triple-barrelled torpedo tubes and either one Sea King or two Lynx helicopters, armed with their own air-launched homing torpedoes.

HMS London's air defence centres around the SeaWolf missile system, designed for short-range anti-aircraft/anti-missile threats.

Exocet

Operated either automatically or manually, the system consists of two six-barrelled launchers together with fire control radars which guide the missile to the target. In addition the ship has two 30mm twin-barrel and two 20mm single-barrel gun systems for close-range targets.

Her four Exocet surface-to-surface medium-range missiles are for use against ships, and her aircraft may carry Sea Skua anti-ship missiles. The 30mm and 20mm guns may also be used against surface targets.

HMS London's communications equipment and sensors are part of an integrated system which feeds a centralised computer system. In the operations room radars, sonars and other sensors feed their information into the computer system.

The data is then rapidly displayed in a format geared to aid the command's evaluation of and counter to any threats to the ship.

Powered by marine gas turbines, the ship uses her Rolls-Royce Olympus engines for full power (25,000 shp each) and her Rolls-Royce Tyne engines (5,300 shp each) for cruising.

They drive through gearboxes on to twin shafts fitted with controllable-pitch screws. Highly manoeuvrable, the ship has twin rudders and is capable of speeds up to 30 knots.

Comfortable if somewhat confined accommodation is provided for the ship's company and the vessel is fully air-conditioned. Recreation at sea is provided by films, videos, television, sports equipment and libraries catering for both leisure and educational needs. The ship is also fitted with a well-equipped sick-bay.

Many organisations are proud to be connected with a ship with as noble a heritage as HMS London. Her affiliations encompass the City of London, Royal Regiment of Fusiliers, 6 Sqn RAF, 236 Operational Conversion Unit RAF, 42 Cdo RM, Worshipful Company of Mercers, Guild of Freemen of the City of London, St Bartholomew's Hospital, James Burrough Ltd, Edmonton SCC, TS City of London, TS London, Chalkwell Bay Sea Scout Troop, Downside School, Old Londoners' Association, North Russia Club and Exeter Flotilla.



● HMS London spent her Adriatic deployment well within range of shore-based Styx missile batteries and was the last vessel under NATO command after the success of IFOR. Picture: HMS Illustrous Photo Unit

A long and honourable career

FIRST of the long line of Royal Navy ships to bear the name London was a 40-gun merchantman hired or requisitioned from the East India Company in 1652 for the duration of the First Dutch War.

She was followed by a 64-gun second rate, launched at Chatham in 1657 for the Commonwealth Navy. She was one of the squadron which brought Charles II to England from exile in 1660. In 1665 she blew up with the loss of all but 19 of the 351 men on board.

The Lord Mayor and Aldermen of London offered to replace the ship at the City's expense and while this new ship was being built at Deptford a merchant ship of the same name was impressed. She and her merchant crew fought at the battle of Lowestoft in June 1665.

The new ship, a 96-gun first rate, was launched as the Loyal London a year later. Partly destroyed by fire during the Dutch attack on the Medway in 1667, she was rebuilt as HMS London and enjoyed a long and honourable career.

A 16-gun brigantine followed in the name and then a 90-gun second rate, which saw action during the American War of Independence and in Europe. The next HMS London, a 90-gun second rate launched in 1840, took part in the bombardment of Sevastopol during the Crimean War.

Zanzibar

From 1874 to 1884 she was employed as a harbour depot ship at Zanzibar, where her steam pinnaces were employed continuously on the suppression of the East African slave trade. In 1881 her CO, Capt Charles Brownrigg, was killed in action with a slaving dhow while leading a patrol.

1902 saw the commissioning of another HMS London, a 15,000-ton battleship. Ten years later she was fitted with a flying-off platform over her foremast and conducted experiments with Short sea planes during the Fleet manoeuvres of 1912. During the First World War her service included providing cover for the Anzac landings. She was later converted as a mine-layer.

Next to bear the name was the 9,850-ton heavy cruiser commissioned in 1928. In 1939 she was more thickly armoured and much-improved anti-aircraft armament was installed. The work was not completed until 1941 when she assisted in mopping up the Bismarck's supply ships. She served in Northern waters, including the Arctic and in 1944 sailed for Ceylon to join the Eastern Fleet.

In 1949 she attempted to assist HMS Amethyst, damaged by Communist artillery in the Yangtze, but was herself damaged and forced to retire with 67 casualties.

Battle Honours

Kentish Knock 1652 Gabbard 1653 Scheveningen 1653 Lowestoft 1665 Sole Bay 1672 Schooneveld 1673 Texel 1673 Barfleure 1692 Chesapeake 1781 Croix Island 1795 Copenhagen 1801 Marengo 1806 Crimea 1854-5 Dardanelles 1915 Atlantic 1941 Arctic 1941-3 Kuwait 1991

Last HMS London before the present frigate was a 5,440-ton County-class guided-missile destroyer, completed in November 1963. She was the first of the name to be built by a commercial shipyard (Swan Hunter), all her predecessors being Dockyard-built.

She served all over the world, taking part in the Cook Bicentenary in New Zealand in 1969 and the United States Bicentennial Review off New York in 1976. In March 1979 she was the last British Naval unit to leave Malta, embarking the Commander British Forces and his staff to complete the withdrawal. She paid off in 1981 and was sold to Pakistan the following year.

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JACK

BY TUGS

JUST BACK FR JACK?
'AVE THIS ONE ON ME.

I TAKE MY HAT OFF TO YOU LADS-OUT THERE ON
THE HIGH SEAS IN ALL WEATHERS-DAY AN'
NIGHT WHILE WE SLEEP SAFE IN OUR BEDS-
WHERE'YABIN?

OH SAND! I CAME
IN'ERE TO FORGET
THAT.



Letters

Debut for Diesel, too

ALTHOUGH attention is rightly focussed on next year's centenary of Turbinia's startling debut at the Diamond Jubilee Review, we should not forget that on February 17 1897 official acceptance tests were carried out on the first operational diesel engine at the works of Maschinenfabrik Augsburg.

This engine developed 20 hp and significantly its over all efficiency was 26 per cent - more than double that of the steam engine of that time.

This engine can be seen at the Deutsches Museum in Munich. It is significant that the inventions of Rudolf Diesel and Charles Parsons came to fruition in the same year - no two names can better represent achievements in 20th century marine engineering than these. - **D.Streeton**, Westcliff-on-Sea.

TURBINIA and the Viper Class tried to work out how to convert all that power to thrust and tried to do it with multiple propellers on multiple shafts - and the Viper's broke up at speed because of the torque/whip of her four shafts and umpteen propellers.

Turbinia and Viper went amazingly fast and quickly their Lordships hauled on board that it was propeller design and reduction gearing that made the difference.

So with HMS Dreadnought a return to the norm of one propeller per shaft was made and she kept the advantage of turbine power and higher speed.

Sir Anthony Parsons is an expert on the background to his grandfather's invention. I met him when he was Ambassador to Iran in 1974-79. - **R.Becker**, Gosport

Tiffs' status 'understated' says RNEBS

IT IS most gratifying to note the Rating Corps Study Group's recognition that "with their different operating levels and technical skills, the mechanic's general utility is complemented by the artificer's diagnostic skills, systems knowledge and technical innovation."

To de-enrich the associated technician's skill of hand and understanding of the theory of technological construction processes to a mechanic would lead to many problems in this rapidly changing technological era.

The ubiquitous 'tiff' provides greater job flexibility early in his or her career compared to the more narrowly and later trained mechanic. The more practical mechanic has, and must rightly be able, in my opinion, to develop his/her skills in the RN and continue to provide the technical support.

The mechanic also provides the necessary later entrants into the artificer scheme. It is a personal view that retention of both a technician and a mechanic - in the right

ratio - is the pragmatic and correct way ahead.

Although RCSG recommendations are proposals for the future, two of them are worrying:

- Setting the artificer base level at PO.
- The demise of the Charge Chief.

I believe the subject of status for the artificer cadres and indeed perhaps for the whole of the rating corps has been sadly understated.

Great store is placed on self esteem by modern management; within a military environment status can only be reasonably derived from rank/rate, not solely from money.

To maintain a technician's status, therefore, a suitable rank/rate must be attached to broadly differentiate the artificer from the mechanic.

I can accept that rank inflation - for whatever reason - has been allowed to take place but the cost of change cannot surely be justified, even in the longer term, unless the proposed rate deflation is a thin guise for a reduction in pay by not equitably equating "skill pay" to the present pay differentials in rates.

The logic for the demise of the Charge Chief rate is again flawed if looked at in terms of effective management. For an extremely small daily pay rate a senior, professionally qualified artificer is able in the majority of cases to deputise for hard-pressed MEOs.

With RCSG proposals, all CPOs would apparently be charge qualified, rewarded by "a more flexible pay regime". Would these flexible pay regimes be reflected in artificers' pension rights?

Perhaps fewer artificers would be required in the future, but this must, it can only be assumed, be reflected in a smaller artificer corps.

For as long as there is a requirement for a Royal Navy, the ability for decreasing numbers of warships, submarines and aircraft to remain within a tactical theatre becomes increasingly important.

A high calibre technician, with enthusiasm born of status to

demonstrate his professional prowess in achieving repair, must therefore be absolutely essential.

Equally as important, the right calibre of person must continue to be encouraged to join the Service as an artificer. - **L.Dancey**, Secretary, the RN Engineers Benevolent Society.

2SL/CNH Bulletin of Spring 96 stated that following all the hard decisions on Options for Change and the Defence Costs Study we have brought our manpower state in 1995-96 to a position where naval strength is in line with our requirement.

Although some might perceive this to be the case, many establishments and ships are now experiencing a significant reduction in manpower due to gapping and the continuous requirement to support the ever present extraneous events, both ashore and afloat.

The apparent 'black hole' that exists in the Warfare Branch in particular, is an area of concern for us all.

The Ratings Training (Above Water Weapons) section at HMS Dryad has seen some courses cancelled already this year due to insufficient ratings available.

I am sure that many of us believe the initial manpower calculations were incorrect and we are all now feeling the full impact throughout the Fleet. - **WORTO(AWW)** **M.C.Morris**, HMS Dryad.



As expected, no uniformity of agreement on new rig

HAVING joined as a Junior Electrical Mechanic in 1955 and left as a CPO Radio Mechanician in 1978 I experienced all the major uniform changes since World War II.

The current round seems eminently sensible and by and large covers all we used to drip about. Decent tropical uniforms in modern, easy care fabrics; a good raincoat (but is a tropical raincoat on offer?); bush jackets for senior rates etc.

The Crewsuit is a particularly good answer to a multi-purpose working rig providing it comes in enough sizes and is of smart, easy to launder material.

Changing Tiffy Apps into Square Rig is something I never thought I would live to see happen! Therefore, can we now finally get the CPO uniform modernised?

May I suggest doing away with those anachronistic buttons? As a mechanic I was not happy when we lost our jacket lapel badges and had to walk around looking like Tiffs.

The buttons also kept getting stuck up a nostril every time I wiped my nose on my sleeve...

Why not introduce lapel badges for all of what are now called Artificers. CPO and Charge Chief Tiffs could then wear them on their lapels as a rank badge in conjunction with the cap badge. CPO Artificers with a crown above and the Charge Chiefs with a crown above and star below.

This would clean up the CPO uniform. A small, blue tropical branch badge could be worn on the right chest opposite the medals on tropical rigs. Everyone would then know what all chiefs did for a living just by looking at them. - **J.Stuart**, Mannheim, Germany.

THE INTERESTING centre spread on the development of square rig in your May issue gives rise to the following questions: when was the knife pocket deleted from the jumper and can you enlarge on this pre 1914 ditty?

"Old Dan Ittley said to me,
Is your pocket six by three,
Trousers under twenty-three
And seams upon your shoulder?"

My spelling of Ittley is probably wrong - but the tune was Harry Lauder's "The Lass from Killiecrankie". - **F.M.J.Wotton**, Ventnor, IOW.

Cdr David Hobbs writes: The knife pocket was over the left breast in much the same position as the watch pocket on a gentleman's suit. It was removed from the outside of the jumper in about 1900 when the 'new', tighter-fitting jumper was introduced; from that time the lanyard was still worn around the neck but the knife was tucked into an inside pocket not unlike the one that still forms part of the jumper today.

The ditty is clearly based on entries in the 'Uniform Regulations for Petty Officers, Men and Boys' which gave both patterns and instructions for seamen to make their own clothes in the years before World War I. I have referred to the 1907 edition but no doubt earlier versions were similar.

Briefly, the jumper pocket had to be six by three inches to hold a

clasp knife firmly without it being difficult to get in and out. 'Trousers under twenty-three refers to the size of the bell bottoms which were not to exceed 23 inches in circumference at the bottom.

'Seams on your shoulder' refers to the seams on the jumper which had to be finished neatly on the shoulder and not off the front or rear, thus giving a scruffy, "unseamanlike" appearance.

Taken together, the lines probably reflect the sort of questions men were asked by their divisional officers when they had made themselves a new square rig before they were allowed to wear them on divisions.

Perhaps the Dan Ittley (of uncertain spelling) was a long standing instructor at a training establishment such as HMS Ganges, remembered in song by those who suffered under him much as the wartime aircrew men entries who passed through HMS St Vincent remember CPO Wilmott.

THE INTENDED 'new look' uniform is not a smart outfit - far from it.

The V front of the jumper is far too small, which creates a bulky and untidy appearance. The collar and silk does not lay flat and in turn makes the jacket front look too high and untidy.

Many of my friends and I were in the Royal Navy during the early 1950s and we all feel that the uniform of that period was the best and smartest-styled ever.

The full or semi U front of the jacket complemented a neatly flat laying silk and collar, the trousers fitted the thighs and from above the knee the bell bottoms would begin to extend to the full width.

The current fabric used is a big improvement on the blue serge material, though. So other than that the only exclusion needed would be to remove the lanyard, just keeping it for seamen on upper deck duties when the bosun's call would be needed. - **D.Bishop**, Binstead, IOW.

REGARDING 'How Victorious took action on working dress' (July issue), the person responsible for promoting the adoption of Working Rig to the Admiralty was the ship's Commander, Cdr R.C.V.Ross, DSO.

Now 95, he is our president and takes much interest in our affairs. As well as operating American aircraft and adopting American procedures, we were known as 'USS Robin' during our secondment to the US Navy. At that time, Victorious and Saratoga were the only two Allied carriers in the Pacific. - **M.Evans**, HMS Victorious (1941-45) Association.

LETTERS to the Editor should always be accompanied by the correspondent's name and address, not necessarily for publication.

NICE ONE, DIZZY

PO(Phot) Dizzy de Silva's photograph on the back page of July issue is surely the most expressive picture ever taken of The Queen.

Such a shot doesn't come by luck but by knowing when to snap - hopefully a copy has been sent to Her Majesty for the royal archives. - **L.Dopson**, Taunton. It has - Ed.

Navy News

No.505 41st year

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Swan's wild shooting on target at last

I WAS delighted to read the letter about HMS Swan's last fight (April issue). I was a coder on board at the time of her sinking and the strangest thing about this engagement was indeed the accuracy of her gunners, which on previous occasions had left so much to be desired.

Whilst on escort duty in the South Atlantic a plane and drogue were sent up for target practice. The Swan shot down the plane. The pilot was fortunately rescued by another destroyer.

Sometime later we were sent out of Freetown for gunnery practice with a tug and tow. The Swan's first salvo bracketed the tug, whose skipper promptly cut his tow and fled.

Finally, a few days before she was sunk, Swan's gunners nearly shot down a friendly Catalina.

But when the chips were down our lads certainly gave those Ju88s a pounding. Six out of 12 was good going.

Incidentally, those rescued Spanish seamen J.P. Lane mentions had to be forcibly prevented from pinching the whaler. - A. Leverton, Nottingham.

Nelson and bounty

I VISITED the old churchyard of St Martin's in Canterbury and found a tomb with the magic name of Nelson.

The inscription reads: "Sacred to the memory of Hilaire, Countess Nelson, Duchess of Bronte. The beloved wife of George T. Knight of Godmersham in this county. Daughter of Admiral Sir Robert Barlow. She died at Paris the 22nd of December 1857."

I wonder what this tomb is doing there, in what is supposed to be the oldest Christian church in England, and what the family connection with Nelson is? - J. Gillis, Herne Bay.

Brazen hustlers

HOW refreshing to read in this age of technology the comments and praise of the CO of HMS Brazen, Cdr Alan Adair, regarding the courage and skill of the ship's boarding parties.

We may not have the world's largest Navy any more, but in quality and endurance we are second to none. - J. Copper, Whitstable.

● HMS Brazen prepares to board the Delta Star. During her seven months with NATO's Standing Naval Force Mediterranean, engaged on Operation Sharp Guard, the Type 22 frigate made 104 boardings enforcing the arms embargo on the former Yugoslavia. After 14 years in RN service, she is to be handed over to the Brazilian Navy this month.

a very emotional week for all concerned. I feel Michael had his 'miracle'.

Thanks also to all the ships and establishments that support this very worthwhile cause. - J. Eling, Torpoint.

Rosy view of Royals

THE PAINTING you used to illustrate returning Royal Marines from Trafalgar (July Royal Tournament supplement) paints a rosy but misleading picture, I'm afraid.

Marines were indeed returned to their barracks in many cases, but very few seamen were allowed ashore.

The best illustration of this perhaps is Nelson's own ship HMS Victory. After the battle two thirds of her ship's company were directly transferred to the newly built HMS Ocean, which Collingwood promptly took to the Mediterranean.

Most of Nelson's men had not stepped ashore for several years before Trafalgar - and were to remain at sea for several more to come. - D. Shannon, The Nelson Society.

Michael Nash of the 1805 Club

tells us that Hilaire was the second wife of Lord Nelson's elder brother William who became the first Earl Nelson after the hero's death. They were married on March 26 1829 - he was 70, she was 28 - and he settled his house in Portman Square on her, plus £4,000 a year. Her first husband had been her cousin, George Alcock Barlow, Captain of the 4th Dragoons, who had died in India in 1824 leaving her with only £150 per annum. - Ed.

Miracle for Michael

I WOULD like to pay tribute to the wonderful work of the RN Handicapped Children's Pilgrimage Trust.

My son Michael, who is profoundly mentally handicapped, went to Lourdes for a week with the Plymouth-based group for special needs Service children.

Lourdes is a magnificent place, charged with emotion. The week was devoted to children and among the many activities was a chance for them to take part in a torchlight procession. There were also walks, picnics, parties and fun all the way.

Michael had an absolutely fantastic time - although he is unable to speak, his gleaming smile reflected all his thoughts!

"Thank you" doesn't seem enough to say to all the volunteers who gave their time to look after our children. The love, care and kindness they showed made this

Letters

Uniform that came in God's good time . . .

AS PER the DCI I applied for my maternity uniform and waited - and waited and still I waited until some 11 weeks later it appeared.

By this time my current uniform no longer fitted and I was already in civvies. This was found to be most acceptable by all senior staff involved in my place of work.

Not all that enthusiastically, I went to stores to collect it - only to find it did not fit. It was also very badly designed.

It seems to be a popular belief that once you become pregnant you lose all dress sense. This thing is supposed to allow you to blend in with your Service counterparts - but contrary to this belief, if I had worn it I would have felt that all that was missing was a sign above my head saying 'I am pregnant'.

After such a delay in getting the uniform, to send it back to be changed was not seen to be cost effective.

Surely a more cost effective idea, especially in the hard times the Forces are in at present, would have been to give each woman a small grant towards maternity civilian clothes of appropriate colours for each of the Services.

The uniform will anyway only be of use for a few months, after which it will either be destroyed or used again if the same service woman stays on and becomes pregnant once more. - NTD Registry, COMCLYDE, HMNB Faslane.

Memory of Guatemala

REFERENCE your article on HMS Brave's visit to Guatemala (June issue), claimed to be the first in living memory.

I remember HMS Danae going to Puerto Barrios for a visit from 15-19 February 1935 when she was attached to the North America and West Indies Squadron. - A. Ellis, Bexhill on Sea.

We have also received notification of visits by HMS Apollo and HMS Dundee in the late 1930s, HMS Ballinderry (1946) and HMS Morecambe Bay (1954) - Ed.

Shaken but not heard

THERE was one slight inaccuracy in your article on the Battle of Jutland (June issue) concerning the hit on HMS Lion's 'Q' turret.

You said everyone was killed, but there was one survivor - my late uncle CSgt David McKay, RM.

It appears the top of the turret was virtually peeled back and set on fire. Despite his wounds and being badly burned, he clambered out and reported direct to Admiral Beatty on the bridge that the turret was out of action.

Another occupant of the bridge later commented on how strange it was that no-one there had heard the explosion.

As in all major actions in World War I where there were numerous acts of bravery, the awards were shared by the Allies and my uncle was given the Croix de Guerre. - J.H. Wilson, North Berwick.

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● Wren Steward Elizabeth Linch talks to a local lady at the Exercise Green Fever Evacuation Handling Centre in Belize.

GREEN FEVER HAD FEARLESS IN ITS GRIP

HMS FEARLESS returned to Portsmouth at the end of last month after a three and a half month deployment to the United States and the Caribbean.

After taking part in Exercise Purple Star – during which she headed the UK Task Group and carried out an “extremely successful” amphibious landing under cover of darkness on the beaches of North Carolina – the assault ship carried on at the forefront of Exercise Caribex 96, a number of unit level training exercises.

These culminated in Exercise Green Fever in Belize, a large scale evacuation plan in an earthquake scenario leading to civil unrest and outbreaks of disease.

Aid for indians

Elements of 3 Commando Brigade and the RFAs Sir Galahad, Sir Tristram and Sir Geraint accompanied Fearless for this, bringing together more than 2,000 British sailors and troops with the Belizean Defence Force.

Many British and local Belizeans provided the 300 willing “evacuees” who were vitally important to the exercise’s success – and medics from Fearless were able to give real assistance to the native Mayan Indians.

Many of those taking part had never seen a warship or a helicopter before.

The Task Group was joined by the West Indies guardship HMS Argyle and its tanker RFA Gold Rover before it anchored close to the Guatemalan border off Punta Gorda.

Landing craft and helicopters quickly put 42 Cdo Group ashore – again under cover of darkness, so that the local population, which would already be distressed and

frightened, would not suffer further anxiety by witnessing the large movement of troops.

“Moving while people slept also ensured that troops established themselves quickly and efficiently, ready to meet people and offer help at first light to potential evacuees,” Fearless’s Aviation Officer Lt Cdr Alan George explained.

Once ashore the troops, including elements of 4 Assault Sqn RM and some ship’s company from Fearless, deployed with their vehicles into an area of about 800 square kilometres.

Their job was to locate children, families and elderly people and move them to an evacuation assembly area.

Although they were searching in difficult terrain with a population spread over a wide area – with few communications – some help was provided by local officials who provided details of British nationals and their last known whereabouts.

Threatening

Evacuees were gathered together in small settlements at the base of the Maya Mountains before moving them to the coast.

“By day these densely covered jungle ranges were enchanting – by night they provided a more sinister and threatening backdrop as the operation continued,” said Lt Cdr George.

“Helicopters provided the only means of transport for evacuees and troops in remote areas, when flooding rivers and broken bridges made dirt tracks impassable.

“The high temperatures, mountainous terrain and violent thunderstorms tested the helicopter

crews to the full, often operating out of small clearings surrounded by the jungle tree canopy.

“Nonetheless, the 300 real civilians taking part in their exercise were found, gathered together and subsequently moved to reception areas at Punta Gorda and Independence, another small coastal town some 30 miles north.”

After registration and initial medical aid, helicopters and landing craft moved the evacuees to Fearless and RFA Sir Geraint. In a real disaster they would then have been moved to an area of more permanent safety – but at the end of the exercise it was back to school, work or another day with the Voluntary Service Organisation or Operation Raleigh for the volunteers.

Looting

If dealing with evacuees was not enough, the task group had had to face with many more diverse challenges – families taken hostage, aircraft and people missing in dense jungle, looting and dealing with rape cases and bereavements.

“The whole exercise was most successful, extremely realistic and created much national interest in Belize,” Lt Cdr George concluded.

“It was witnessed by senior officials from neighbouring South American countries – but nothing could have been more rewarding than the smiles of the young children.”

As part of the newly formed Joint Rapid Deployment, Fearless and 42 Cdo Group can expect to undertake this sort of operation throughout the world at any time – as they have done in the past in Guyana and Montserrat.

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Princess comes out in support

THE PRINCESS ROYAL visited HMS Collingwood, the RN’s Weapons Engineering and communications training establishment at Fareham to mark the 50th anniversary of the WE branch.

She reviewed Ceremonial Divisions before touring the People in Engineering Exhibition, where UK defence companies displayed their products and the Navy had the chance to show off its training methods and facilities.

Patronage

This was later formally opened by Armed Forces Minister Nicholas Soames (see interview on page 11) who described it as a clear example of the policy of the Royal Navy to work closely with industry.

● The Princess Royal marked 60 years of Royal patronage of the Association of Royal Navy Officers by attending a reception at the Imperial War Museum and meeting over 300 members and their guests. She has recently agreed to become president of Portsmouth’s Royal Navy Museum as it prepares for a £5.6m redevelopment.



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Delighted of Tunbridge Wells!

THE DRUMS and Band of the Sea Cadet unit TS Brilliant lead the ship's company of HMS Brilliant as they exercise their Freedom of the Borough of Royal Tunbridge Wells for the last time.

At the end of this month the Type 22 frigate will decommission and transfer to the Brazilian navy.

HMS Brilliant has been affiliated to Tunbridge Wells since her launch in 1981, continuing the close link the town had with her World War II predecessor. The Freedom honour was bestowed during the Falklands War.

Reception

The salute at the last parade was taken by the Lady Mayor, Cllr Ruth Baker. Later the Borough Council hosted a lunch and civic reception for the ship's Commanding Officer, Cdr Duncan Potts, and his officers and men.

In the afternoon and early evening sporting and charity events were organised, followed by an evening reception and dance.



The new diving set, known as the CBDA, with the back-up system invented by the Navy trials team.



Safer dives thanks to Navy men's invention

From front page

safety audit of the sets, combined with doubts over whether they complied with health and safety requirements, a replacement programme was started.

Last year WO(D) Mo Crang headed a nine-man team of ratings from Fleet Diving Unit 3 (FDU 3) based at Portsmouth, in the most exhaustive trials of self-contained diving equipment ever undertaken by the Navy.

During 900 dives representing 37,000 minutes underwater, the team narrowed down competing designs to eventually recommend the Carlton product, incorporating developments proposed during the project.

Sensor display

Among the features of the equipment are sensors which show the set's breathing gas levels and battery state on an electronic display in the diver's mask. The mask itself is of full oral type and dispenses with the nose clip which has to be used with the old sets.

The set operates silently and is non-magnetic, allowing clearance divers to deal with sophisticated acoustic and magnetic mines. A depth time recorder displays the diver's present and maximum depths, the time and water temperature.

"Unlike the old sets, the new CBDA informs or warns the diver of changes through the electronic monitoring display," said WO Crang. "With the old sets, divers have to suffer from a symptom before they know something is wrong."

One of the inventions for which members of FDU 3 have been directly responsible, is an external

breathing system (XBS) as back-up in case of failure of the main set at depth.

The compact XBS equipment may be used for up to three hours and is suspended along the diver's guideline to the surface. The apparatus allows the diver whose main set has failed to avoid decompression sickness by pausing for up to three hours before surfacing.

Heating

The XBS will incorporate a system of communications with the surface, and apparatus to heat the diver's hands.

The FDU 3 team conducted months of trials at the Defence Research Agency at Alverstoke; off Horsea Island, Portsmouth; and for seven weeks in deep and open water at the Fort William Diving Training Centre on the West Coast of Scotland.

No fewer than 38 dives were made to depths below 80m, ten of them reaching 86m, including one by WO Crang achieved in a remarkable 2 minutes 10 seconds.

More pay?

Although the new sets will be standard issue for clearance divers, descents to depths below 60m will only be carried out by members of the Fleet Diving Group and divers in some mine countermeasures vessels.

For them the new equipment may result in more pay, as regulations state that those who dive below 60m using an in-service life support system earn an extra £5 an hour and £50 per dive.

It is expected that clearance divers will be able to use the new sets after three weeks' training at the Defence Diving School, Horsea Island.

● FDU 3's gift to leukaemia kids - page 10.

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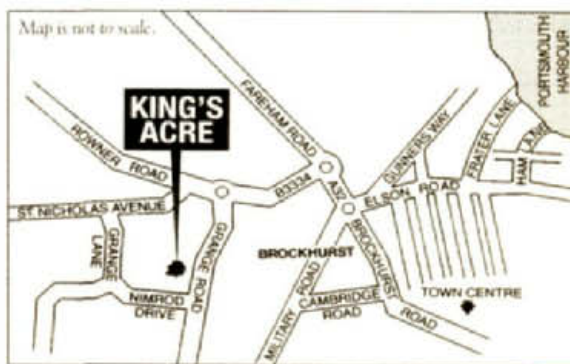
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Soames admits to a momentary lack of foresight . . .

Armed Forces Minister Nicholas Soames is not just another "suit from Whitehall", as one of his predecessors in the job was once described. A big, breezy extrovert, he has occasionally got himself into trouble for speaking his mind, something few successful politicians care to do. More rarely still, he doesn't mind admitting to the odd mistake . . .

At the ground-breaking People in Engineering exhibition at HMS Collingwood he spoke to Navy News Editor Jim Allaway about how he sees the Navy coping with the process of change.

Uniquely among the current set of UK Defence Ministers, Nicholas Soames has had direct experience of the Armed Services.

For him it is an obviously useful distinction – but one he is uncomfortably aware is increasingly rare throughout society.

"The fact is that until 1963 every able bodied man did National Service. That may have carried a penalty for the Services themselves – but it did the country an awful lot of good.

"It ensured that for the next foreseeable generations there was in every family in the land someone who had a contact with the Services, quite apart from those who actually had war service or who were regular servicemen.

"Well, those generations are now leaving the scene, so fewer families have that connection any more. And the Services are smaller and don't produce so many people with that involvement either – which all adds another 10,000ft to the mountain we have to climb.

"Because recruiting is now a major problem. It is a more serious one for the Army than it is for the Navy – the Army is very well recruited on the technical side, but the infantry are going through a very bad patch.

"The Royal Marines, too, are having difficulties in some respects, but they are working very hard to overcome them. By and large, Naval recruiting is not bad – but there's another side to the problem.

"I find that the young people who are coming into the Navy are extraordinarily intelligent – very technically aware. Unfortunately few of them look at it as a very long term career.

Different climate

"That's something we are going to have to do something about – how you pull people right the way through for a longer term of service where you retain continuity of expertise.

"We are operating in a different climate than we were in the 50s, 60s and 70s – or indeed the 80s. These are people with different ambitions and aspirations – and we

are going to have to handle that in terms of their careers, without sacrificing any of the Navy's standards and skills.

"It's easily possible to do that – the Services are the best man managers in the world."

Something of the flavour of the new people coming into the Navy was caught in last year's BBC documentary series 'HMS Brilliant'. The public loved it – it had a peak audience of 9m – and it had a positive effect on recruiting. But the Navy didn't like parts of it at all – and nor did Nicholas Soames.

"Bits of it I thought were dreadful – I thought the part about the Wrens was ghastly and it made my toes curl.

"If I were a senior officer in the Royal Navy – and they all know what life in a frigate is like – would I want something like that to come across at a time when the Press (although I think their heart is largely in the right place regarding the Services) will use any opportunity to beat them up?

"So I thought it was giving them ammunition – I felt it was bad for the Navy's image.

"But I was quite wrong – and now I'm thrilled to admit that I was wrong. The rest of the series was very good and it showed the Navy in a very positive light – and most of the rest of our fellow citizens thought the same.

"In the process, Leading Seaman Goble has become a national hero – I'm seriously thinking of having a large picture of him on my office wall. He's a great man, obviously. I haven't had the opportunity of meeting him yet, but I'm looking forward to doing so . . .

"The best advert for the Navy is actually going to see it at work – which is not something many people have the opportunity of doing. Because the Navy is very, very busy, very hard pushed, very stretched – and I think that is a



● NICHOLAS SOAMES: "I felt it was bad for the Navy's image . . . But I was quite wrong and now I'm thrilled to admit that I was wrong."

good thing.

"I do hate the fact that we've been through this awful process of change. It's been like a hurricane and, as the last First Sea Lord, Ben Bathurst said: 'the storm may be over, but the swell remains.'

"Well, we're in a less heavy sea than we were, but the turbulence of change is still there – and we have to ensure that we are not asking too much of our people and their families.

Obligation

"And so we look for greater stability – but I do think that it is important that the Navy is busy. Young men and women do not join the Navy to sit on their arses.

"Now that Operation Sharp Guard in the Adriatic has shut down, that's one less obligation for the Navy to undertake. I was looking at the statistics – it has involved 15 RN frigates and destroyers and I don't know what else and it has been a very good exercise in littoral operations.

"The ministerial-directed tasks that we place on the Royal Navy are onerous – and we are properly grateful for the way they cope with them.

"And I think the Navy deserves great credit for the way it has cut the tail of its support services with the introduction of the various agencies. The RN saw it coming before the other two services did and it has done it very well.

"I think the classic example of where these agencies are going to show up at their very best is the Naval Recruiting and Training Agency – that is going to be a staggering success.

"I believe the Navy has a great deal it can teach industry and I think industry knows that – and I also think the Services can learn a great deal from private enterprise.

"There is no harm in blending the two so long as it is quite clearly understood what the Navy's role and tasks are – and they are immutable. And they must come first."

The Hon. Nicholas Soames MP, Member for Crawley, was born in 1948, the grandson of Sir Winston Churchill. Educated at Eton, he attended Mons Officer Cadet School and served in the 11th Hussars from 1967-70.

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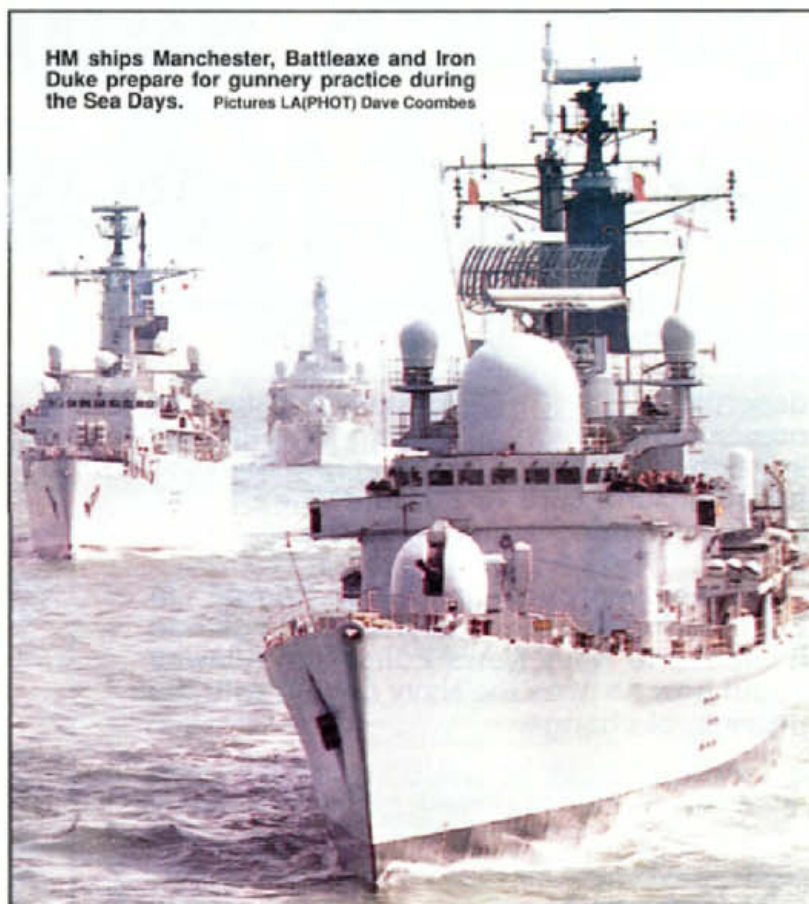


● LS Goble, star of 'HMS Brilliant': "He's a great man, obviously."

Trials success with GR7s opens way to seaborne deployments



An RAF Harrier GR7 awaits clearance for take-off from HMS Invincible during Staff College Sea Days. The ship in the background is HMS Manchester.



HM ships Manchester, Battleaxe and Iron Duke prepare for gunnery practice during the Sea Days. Pictures LA(PHOT) Dave Coombes

RAF TO OPERATE FROM CARRIERS

Marlborough wins Freedom



MAYOR Derek Smithers inspects HMS Marlborough's guard after the ship's affiliation with the Wiltshire community was clinched by her receiving the Freedom of the Town. The Freedom scroll was presented to the ship's Commanding Officer, Capt John Rodley, by Cllr Smithers.

After a short service conducted by the padre to the Fourth Frigate Squadron, the Rev. John Hill, and local clergy, the ship's company exercised its new right to march through the

town with colours flying, swords drawn and bayonets fixed.

They were accompanied by the Corps of Pipes and Drums of the ship's affiliated regiment, the Royal Dragoon Guards.

Guests at a civic lunch included the ship's sponsor, Lady Black, wife of Admiral Sir Jeremy Black; the Duke and Duchess of Marlborough; and Rear Admiral Michael Harris, Clerk to the Worshipful Company of Clothworkers which is also affiliated to the ship.

TRIALS WHICH will lead to RAF ground-attack Harrier squadrons operating from Royal Navy aircraft carriers, have been successfully completed in HMS Invincible.

Trial Hornpipe has been conducted this year by the Strike Attack Operational Evaluation Unit flying Harrier GR7s. Initial tests concentrated on ensuring that the aircraft's inertial navigation system, produced by GEC Marconi, was capable of alignment at sea.

Once that was proved, the trials extended to include night launches, attack profiles and recoveries using the GR7's electro-optical sensors.

Although RAF ground attack Harriers have flown from carriers

in the past – notably as a stop-gap during the Falklands War – the regular deployment of whole units for weeks at a time will be a new venture.

Ground crew are expected to accompany the aircraft when they are deployed to sea, although it is not yet certain how many RAF personnel would be embarked at any one time.

New flexibility

Under some operational conditions, such as the recent commitment to NATO's action in Bosnia, RAF GR7s would enhance the flexibility of Royal Navy aircraft carriers in the ground strike role.

During a busy summer, HMS Invincible has also played a leading role in a Joint Maritime Course off Scotland, and Staff College Sea Days in the Channel. And in late June she managed to squeeze in a four-day visit to her affiliated city of Durham.

For the JMC, Invincible embarked the Deputy Flag Officer Surface Flotilla, Commodore John Cartwright and his battle management staff. The exercise involved 40 vessels and 150 aircraft from a total of nine countries.

During the work-up phase, the carrier undertook live firings of two of her Sea Dart air defence missiles, both finding their targets.

In late June the ship berthed at North Shields for her visit to Durham, thousands of people queuing to get on board while she was open to visitors. The Mayor of Durham, Cllr Joe Anderson, joined the ship for her passage up the Tyne and hosted a civic dinner and luncheon for officers and ratings.

He presented the Bosnia Medal to PO Mick Body and during the luncheon was presented with a gavel by the ship's Executive Officer, Cdr Joe Gass.

As well as taking part in sports events, members of the ship's company – led by the Commanding Officer, Capt Ian Forbes – formed a working party to help St Cuthbert's Hospice.

Chinese admiral

Invincible returned to her flagship role for Staff College Sea Days, during which she wore the flag of Flag Officer Surface Flotilla, Vice Admiral John Bristocke.

The demonstrations included gunnery by HM ships Iron Duke and Manchester, a light jackstay transfer by HMS Battleaxe, mine clearance by HM ships Sandown and Cottesmore and aerial displays by Sea King helicopters, Sea Harriers, and RAF Tornados and Harrier GR7s.

Among the VIPs welcomed on board for the Sea Days was the Commander of the Chinese navy, Admiral Lianzhang.

100-mile flight to save sick crewman

HMS Argyll's Lynx helicopter landed on a bulk carrier at the end of a 100-mile flight to save a seaman suffering from acute appendicitis.

Argyll, on duty as West Indies Guardship, was alongside at Bridgetown, Barbados, when the call for help came via the US Coast Guard.

The Lynx crew (pilot Lt Cdr Steve Solleveld) was recalled from shore leave and the aircraft launched to rendezvous with the Greek bulk carrier, mv Cargo Emerald.

After the helicopter made radio contact, the ship re-positioned her derricks to allow the aircraft to land on one of the cargo hatches.

Argyll's medical officer, Surgeon Lt Mark Every confirmed the sailor's condition and prepared him for the flight ashore.

In torrential rain and poor visibility the sick man was flown to Barbados where he was taken to hospital. Later he was described as being in a stable condition and out of danger.



HMS York (D98) and HMS Chatham steam past in traditional Gulf style as they change guard on Armilla Patrol.

Record-breaking run by York

DURING her first month on Armilla Patrol, HMS York spent almost three weeks at sea in the Gulf.

In that time she carried out eight boardings of merchant ships in support of UN sanctions on Iraq, resulting in one arrest and one ship being diverted from its destination.

After she relieved HMS

Chatham she took part in an exercise with that ship and the fleet tanker RFA Brambleleaf, as well as units from the USA and Bahrain.

Before taking up station in the Gulf, York visited Chittagong in Bangladesh and Singapore where a two-week self-maintenance period allowed families and friends to visit

the ship's company there.

Sailing at an average of 16.2 knots, her passage from Britain to Singapore took just 23 days, with refuelling stops at Cochin and Djibouti.

She also set up a record, travelling 9,725 miles in one month, more than in any other month in the Type 42 destroyer's 11-year history.

Culture shock for HMS Monmouth men

Sailors sample life in the Army

A DOZEN sailors from HMS Monmouth gained a first-hand view of Army life in a unique exchange with their affiliated regiment, the Royal Monmouthshire Engineers Militia.

The eleven ratings and one officer were amazed to find themselves billeted in tents for the exercise Militia Crown, the first week of the territorial regiment's 15-day annual camp. And the culture-shock continued when the 0600 reveille broadcast over the camp's loud speakers was followed by "Good Morning, Vietnam."

The sailors were not spared early morning PT and were involved every aspect of camp activity, with the happy exception of guard duty and pot bashing.

The party was administered by 225 (City of Birmingham) Field Squadron (Militia) and most of the men worked on the construction of foot bridges on the Wye Valley Walkway near Monmouth.

Others were attached to 108 (Welsh) Field Support Squadron (Militia) and carried out artisan training with the restoration of a Victorian summer house in the garden of the CO's quarters at the regiment's HQ.

The group enjoyed a full social programme and at the end of the

week they formed the 'enemy' for a mock battle at a mini-tattoo, showing the regiment's many visitors the operational capabilities of a field squadron.

Royal review

The sailors, led by S/Lt Clive Sturdy, formed up with 255 Fd Sqn and marched past the Honorary Colonel of the regiment, HRH The Duke of Gloucester, who jointly took the salute with the Mayor of Monmouth.

The sailors were each presented with a commemorative medalion and were included in the camp's regimental photograph by the RSM.

The naval party enjoyed their time with the regiment, the first occasion that ratings have been involved in exchange training as previous contact was limited to the officers and PO/Sergeants messes.

HMS Monmouth's men were also warmly welcomed by the people of Monmouth who hold great affection for the ship.



Above: HMS Guernsey's Boarding Officer Lt Scott Sellars and LSA Rob Harding carry out a routine fishing inspection on board the Belgium beam trawler Avontuur.

The boarding, on behalf of the MAFF, was one of the last before HMS Guernsey (right) sailed for a six-month refit in Rosyth.



Guernsey's 'last' patrol

HMS GUERNSEY is benefiting from a six month refit in Rosyth after her latest stint on fishery protection duty.

In the last year the ship, under the command of Lt Cdr Justin Hughes, has patrolled all around the UK and paid visits to Amsterdam and Antwerp, and took part in the 50th liberation day parade in her namesake Channel Island.

Pictures: WEM Stu Thompson

Miss World transported by 845 Sqn

THE CURRENT Miss World, Jacqueline Marciano from Venezuela, managed to visit most British units in Bosnia with the help of 845 Naval Air Squadron.

The Squadron transported Miss Marciano by Sea King helicopter, enabling her to keep up with her hectic schedule of appearances where she brought smiles to many men who are nearing the end of their six-month tours with IFOR.

Tradition upheld

True to the best of naval traditions, one of 845 Squadron's more optimistic bachelors seized the opportunity to invite Miss Marciano to a forthcoming social event and it is rumoured that her response was enthusiastic and positive!

Meanwhile the Squadron has been busy with less glamorous but more traditional tasking, carrying out demanding casualty evacuations and a heavy workload of routine flights, moving people and equipment about the country.



Miss World, Jacqueline Marciano, meets some of the men from 845 Naval Air Squadron.

Picture: LA(PHOT) Terry Morgan

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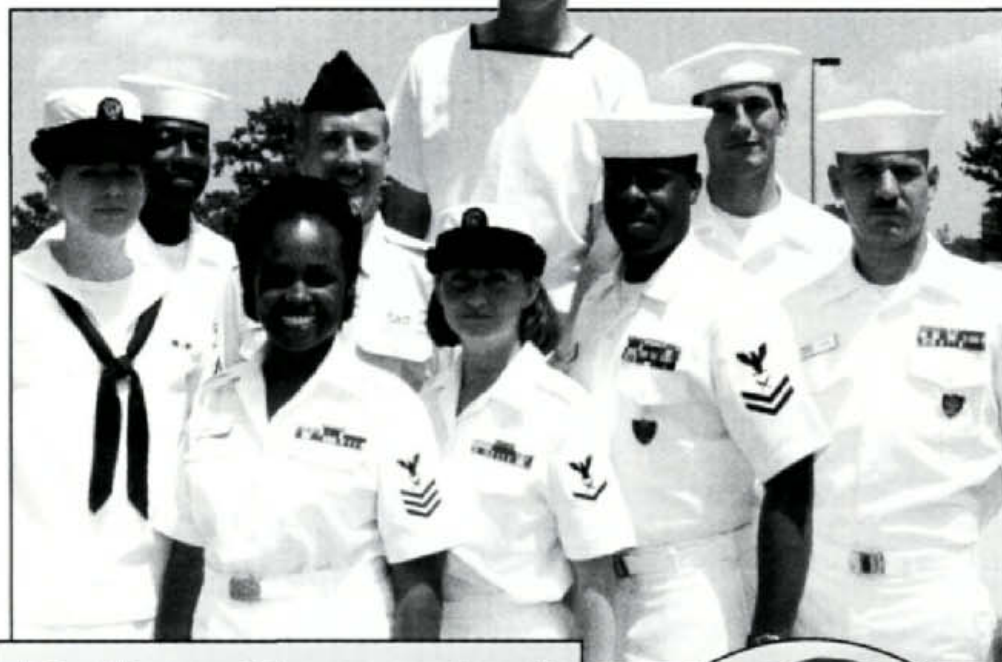
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People in the News



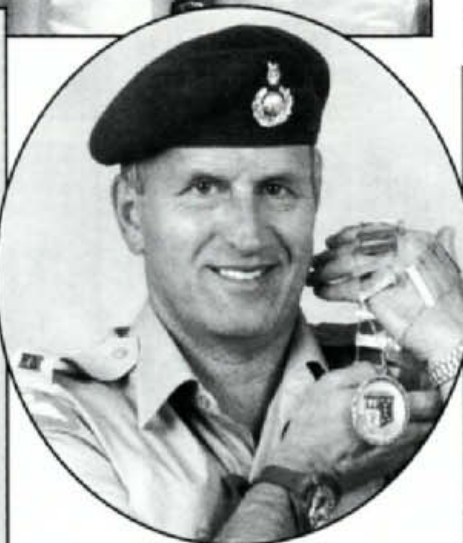
Brit sailor voted tops at NATO HQ

LWTR Brian Wood stands head and shoulders above the rest at NATO headquarters in Norfolk, Virginia. The reason? ... He's the first Briton to win the title Military Member of the Year on the staff of the Supreme Allied Commander Atlantic (SACLANT).

Brian was presented with the award by Rear Admiral Merrill W. Ruck, Chief of Staff to SACLANT, for his exceptional performance on and off duty throughout 1995.

As administrative supervisor for ten multi-national officers in the Plans and Policy Division, he transformed the routines of two busy offices into a cohesive and workable format. He also single-handedly ran the British Forces Post Office at SACLANT for the first half of the year.

Off duty, Brian coaches football at local youth clubs and has been voted Most Valuable Player on SACLANT's successful soccer team. He also organises golf competitions and represents the Command at the sport.



William's in the chair

WO2 William Rendell RM holds up his badge of office as chairman of his local parish council in Teignbridge, South Devon. William has been a parish councillor for six years and vice-chairman for the past two. He has served in the Corps for 32 years, the past nine being with the recruiting service.



POAEA Douglas Wright has received the Harry Megson Memorial Award – an engraved decanter – as the best PO Artificer course student. Douglas, who received the trophy from the widow of Capt Harry Megson, serves with 820 Naval Air Squadron based at RN air station Culdrose.

Security firsts ...

THREE members of the Royal Marines serving in the same office in Portsmouth have become the first UK Servicemen to attain an internationally recognised security qualification.

Major Barry Heath, Capt Nic Smith and WO2 John Gilliland passed the examination for the Certified Protection Professional Qualification of the American Society for Industrial Security.

The three are Royal Naval security experts, Major Heath recently having been awarded an MSc in security management.

Jon's rare skill wins through

PHOTOGRAPHIC analysis of aerial reconnaissance pictures is still a rare skill in the Royal Navy, yet a Naval photographer has been chosen as the Serviceman who in 1995 made the most outstanding contribution to the subject.

PO(PHOT) Jon Gathwaite's prize is the Medmenham Trophy, awarded this year for the 50th time by the Medmenham Club committee.

Club members are all serving or past photographic interpreters, including Constance Babington Smith who is credited with identifying the German V2 rocket site at Peenemunde during World War II.

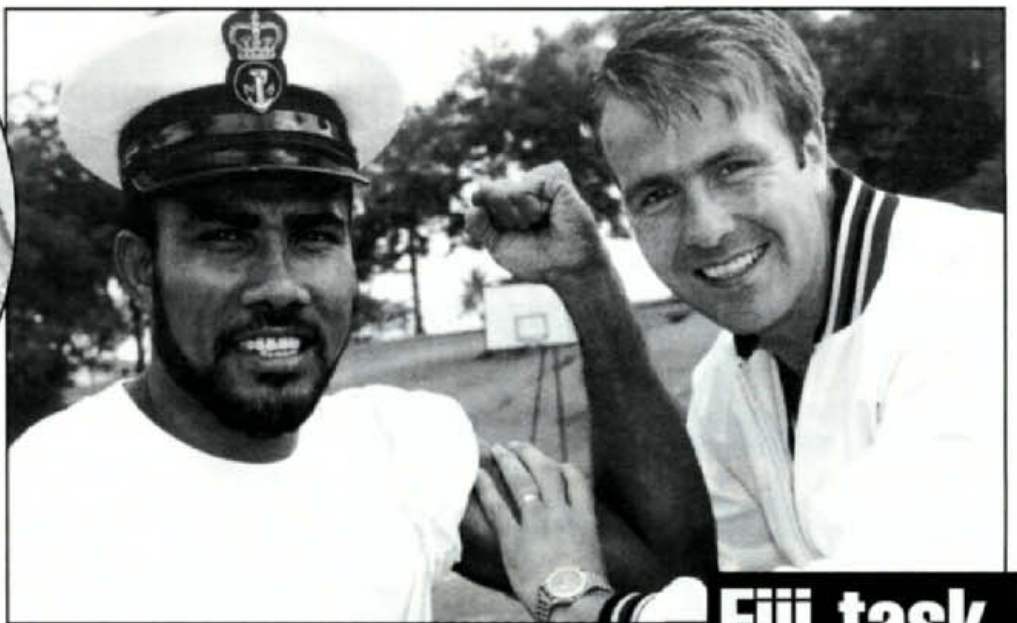
Bosnia missions

Jon is serving at the Joint Air Reconnaissance Intelligence Centre at RAF Brampton, Cambridgeshire, and was nominated for displaying excellent skills there and for promoting and maintaining ship's company awareness of Sea Harrier reconnaissance missions over Bosnia while he was serving in HMS Illustrious.

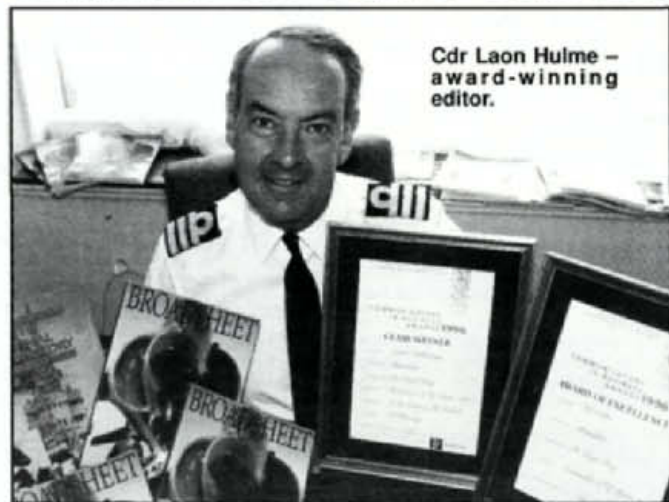
He was awarded the prize at the Medmenham Club's annual general meeting at Henley-on-Thames. The ceremony was also attended by his wife Lorna, a POWTR at Centurion Building, Fareham.



PO(PHOT) Jon Gathwaite – winner of the Medmenham Trophy for intelligence analysis of recon photographs.



Salute to solo editor



Cdr Laon Hulme – award-winning editor.

IN COMMON with Navy News, another Naval publication has taken a class award in the highly competitive competition run by the British Association of Communicators in Business.

Broadsheet, the First Sea Lord's annual magazine, was outright winner in the BACB's special publications section. It received two awards of excellence – one for Cdr Laon Hulme as solo editor of the magazine and another for its VJ commemorative supplement.

Writing to Cdr Hulme, the Director of the association, Allen Brobyn, told him: "It was no mean feat to have achieved awards of excellence in your first two years of editing ... You have a clear talent for editing and are a gifted amateur in our field."

Valuable service

TWO people who have been involved in the care of the Navy's 25,000 trophies for 30 years between them, are moving on to other Naval jobs.

Bill Howard and Ann Day – pictured with some of their charges – have worked at the Service's Trophy Centre in HMS Nelson for 19 and 11 years respectively.



Fiji task for club swinger

POPT Frazer Quirke tests the muscles of Fijian naval PT rating Isimeli Miran-alasekula during a rare encounter in the South Seas.

Frazer, based in Hong Kong, was one of a five-man Joint Services training team deployed to Fiji with A Company, 1st Battalion The Royal Gurkha Rifles. The troops were there for Exercise Vakatotolo (Fast) Coral, the first exercise of its kind undertaken in Fiji by British forces for ten years.

While the Gurkhas exercised in the interior of the main island, "club swinger" Frazer was at Queen Elizabeth Barracks in the capital Suva where he ran a three-week PT training course for members of the Fijian armed forces.

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People in the News

Mr Shiu (70) ends 48 years at sea

CHINESE laundryman Shiu Hang Che is hanging up his shipboard iron after almost 50 years at sea in British and New Zealand warships.

Mr Shiu (70) began his service with the Royal Navy in 1948, transferring to the RNZN in 1957. He has spent almost all his working life in ships, logging more sea time than any member of either of the navies he has served.

Until now he has been able to spend only a month a year with his wife and family in Hong Kong, and until the 1980s did not even see New Zealand as ship's companies changed in Singapore.

Korean War

For the past 20 years Mr Shiu has been an employer, holding contracts to provide up to 14 laundrymen on British ships and up to six on New Zealand vessels.

His hard work has allowed him to fund his youngest son through Oxford University where he gained a PhD and is now a surgeon and lecturer in Hong Kong. His two other sons joined the police force there, one of them becoming an inspector.

Mr Shiu, who saw service in the Korean War and in the Indonesia Confrontation, received the Queen's Service Medal in 1987. Now a New Zealand citizen, he plans to settle in his adopted country - to start a small laundry at Devonport NZ naval base.



The oldest laundryman at sea? ... 70-year-old Mr Shiu on his last trip with HMNZS Wellington.

Picture: New Zealand Herald

Marines honour medic Sharon

ROYAL NAVY paramedic Sharon Gardiner, serving with the Royal Marines, has been awarded the Commendation of the Commandant General RM for "outstanding commitment to her duties".

Her achievements have included life-saving treatment administered to a man who had attempted suicide. She also gave outstanding assistance during HMS Fearless's aid project in Guyana in 1994, and has carried out field work with the Marines since 1995.

Her last job in the Service, before she volunteered for redundancy, was with the Commando Training Centre at Lympstone.



Jon takes prizes at the double ...

FOR THE first time the top two RN executive course annual prizes have gone to the same officer - S/Lt Jon Taylor of HMS Dolphin.

He won the Admiral Sir Richard Clayton Memorial Sword as the Special Duties List Seaman officer gaining the highest marks, at Britannia Royal Naval College Dartmouth, on the SD Greenwich course and the executive course.

He also took the Carl Zeiss binoculars prize as the student achieving the highest marks overall on the executive course.

GEC Marconi

The sword, was presented on behalf of GEC Marconi Underwater Weapons, by the company's defence adviser, Vice Admiral The Hon Sir Nicholas Hill-Norton. S/Lt Taylor received the binoculars from the managing director of Carl Zeiss (Oberkochen) Ltd, John Cockerill.

Other prizes presented at the School of Maritime Operations, HMS Dryad went to:

S/Lt George Franklin of HMS Anglesey - the £150 Beaufort-Wharton



S/Lt Jon Taylor - an executive course first.

Testimonial Prize for navigation marks.

S/Lt Barry Sillers of HMS Dolphin - the £100 Goodenough Prize for warfare examination marks.

S/Lt Alan Wilson of HMS Arun - the £150 Ronald Megaw Memorial Prize for the highest exam and course mark.

Quick change for Peter

PASSING out day at HMS Sultan meant a rapid uniform change for Peter Buckenham.

While training as an artificer apprentice at the School of Marine and Air Engineering, Peter (right) passed the Admiralty interview board for officer cadetship, and was selected to join Britannia Royal Naval College Dartmouth on the same day as passing out divisions at Sultan.

After taking part in the divisions he quickly drove to Dartmouth to exchange his artificer's uniform for that of an officer cadet.

One of the new arrivals at Sultan is JAEM Sam White, whose passing out parade at the new entry training establishment at HMS Raleigh was watched by his father, Tony White, who that day was retiring from the RNR as a lieutenant-commander.

Tony joined the Royal Navy in



1968 and eventually flew as a commando pilot, later becoming a Swordfish pilot with the RN Historic Flight.

That's the spirit!



FOUR years of excellent service as HMS Walney's Naval stores accountant has won for POMEM(M) Len Hutton the quarterly prize of "The Walney Spirit" - a bottle of Famous Grouse whisky sponsored by distillers Matthew Gloag & Sons. He also received a certificate and £30 from the ship. Len is pictured, with his shipmates, receiving the prizes from Matthew Gloag and Walney's Commanding Officer, Lt Simon Hardern.

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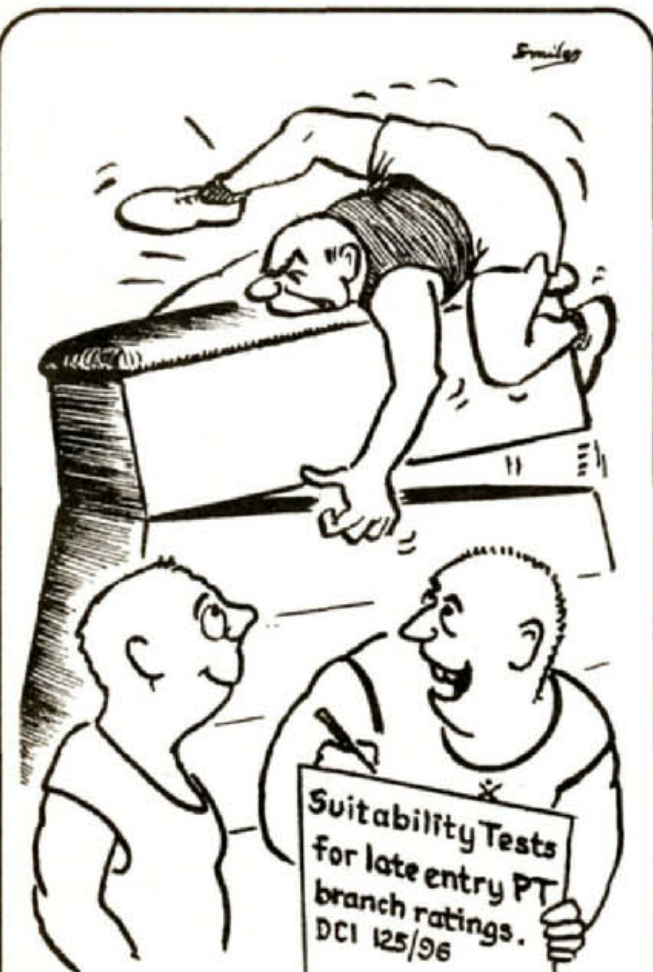
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Age limit lifted for PT Branch

THE AGE limit of 25 for entrants into the Navy's PT and Recreation Branch has been lifted. The requirements for candidates are now:

The passing of an aptitude test; at least 12 months at Able rate at the start of the LPT course; recommendation as leading rate potential by commanding officer; medical fitness and physical suitability; a pass at 5/5 standard in the Naval Maths and English Test; six months' very good conduct; at least a year's sea time; at least two years left to serve at the start of the qualifying course; and – in the case of females – that they be volunteers for sea service. DCI RN 125/96

Keener analyses to test success of anti-discrimination policies

NEW ETHNIC SURVEY FOR ALL IN SERVICES

FOR THE first time all Regular Service personnel are being monitored by an ethnic survey designed to show whether policies and practice are being successful in combating racial discrimination in the Armed Forces.

The new survey will provide much more information than the postal research carried out from the end of 1993 and to which 70 per cent of Service people responded.

Now, if an individual refuses or is unavailable to complete a questionnaire, their data will be recorded by their divisional officer who will then inform the person of the entry. And recruits' entry application forms now include a section on ethnic origin.

Specific analyses

The decision to renew research follows comments by this year's Armed Forces Bill Select Committee, which said that the Services needed to do more ethnic monitoring. At the same time the Commission for Racial Equality recommended that more should be done through specific analyses.

Although the Ministry of Defence accepts that the analysis of ethnic data will not in itself prove the existence or otherwise of racial discrimination, it believes the information could help to identify areas where discrimination may be occurring and which require investigation.

The new analyses will include an assessment of recruiting, promo-

Offensive pin-ups banned

SERVICE and civilian staff are being reminded that displaying or broadcasting material considered offensive constitutes harassment.

Such material may include posters, computer images, audible error messages, offensive jokes, photographs, cartoons, emblems or flags, and sexually suggestive material. DCI GEN 172/96

tion, appraisal ratings, training and disciplinary action by ethnic group – something which cannot be done using the earlier data.

Ultimately all records will be analysed by the Defence Analytical Services Agency (DASA), and the resulting information will be made available to all Service staff involved in monitoring. Each Service will be undertaking far more detailed analyses of personnel practice than before to ensure there is no sign of direct or indirect discrimination.

Confidentiality is safeguarded under the Data Protection Act, and the arrangements for carrying out the survey, as well as the handling of data, will follow a code of practice discussed with the Commission for Racial Equality.

Promotion

The DASA will continue to produce an annual return giving an ethnic breakdown by Service and rank group, to be published in the UK Defence Statistics. Regular monitors will also be undertaken to compare trends in promotion and wastage rates between racial groups.

Coinciding with the announcement of the survey, the Royal Navy has issued its own statement on equal opportunities.

"The Navy Board," it says, "is fully committed to the application of equal opportunities policies throughout the Naval Service and opposes all forms of unlawful or unfair discrimination on grounds of colour, race, ethnic origin, religion, sex or being married."

The statement, issued by the Director Naval Service Conditions, points out that equal opportunities are covered by four Acts –

Sex Discrimination, Race Relations, Equal Pay, and Public Order, as well as EC directives and the Treaty of Rome.

As well as reiterating definitions of sexual harassment, contained in DCI RN 196/95 (Navy News, November), the statement defines racial discrimination and bullying.

Jokes

Racial discrimination includes subjecting someone to insults or ridicule, racist jokes, language, remarks, name calling or gestures, the production or display of racist literature, pictures or graffiti, and physical abuse.

Bullying can involve insults, physical force, unjustified pressure to induce failure, persistent and unwarranted criticism of subordinates, and forcing compliance with initiation rituals.

Members of the Navy who believe they may have been the subject of discrimination have the right to use the internal complaints procedure.

Three cars as prizes

THREE Rover cars are top prizes in a draw in aid of the Soldiers' Sailors' and Airmen's Families Association (SSAFA). First prize is a Land Rover Discovery TDI, while second and third are a Rover 214 8v and a Rover 111i respectively. They have been sponsored by Natocar of Bridgwater and the Rover Group.

Other prizes include cash totalling £2,000 and a video recorder supplied by the Services Sound and Vision Corporation. The draw is on December 6.

Commanding Officers are being asked to support the draw by nominating a lottery officer to order and sell tickets costing 25p each. They are available from SSAFA Central Office, 19 Queen Elizabeth Street, London, SE1 2LP (tel 0171 403 8783 ext 222). DCI JS 71/96

S. Africa medal

THE QUEEN has given permission for the acceptance and wearing of the Republic of South Africa Unitas Medal by Service personnel who have served as members of the British Military Advisory and Training Team in South Africa since June 1, 1994. DCI GEN 178/96

Change in system to weigh up your jobs

A NEW computerised system of job evaluation for virtually all members of the Armed Forces will be introduced in April, following recommendations of the Bett Review.

The Independent Review of the Armed Forces recognised the need for job evaluation and sought to expand its role to include employment levels as well as pay related data.

The Joint Services Job Evaluation Team (JJSJET) was set up in 1970 to conduct five-yearly reviews of all trades and ranks between Leading Hand and Warrant Officer, and between Lieutenant and Captain RN. The data has been considered by the Armed Forces Pay Review Body when setting pay levels.

All ranks

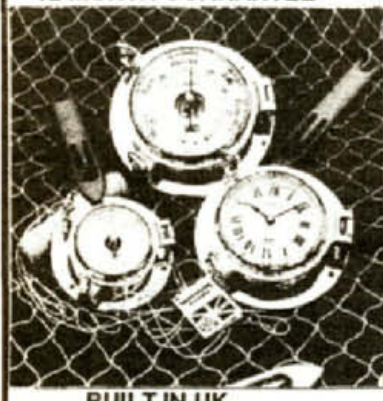
The new procedure will evaluate all ranks from the most junior sailor to Admiral. A scoring system will be based on various factors, including the amount of training and experience required, the degree of difficulty in applying knowledge, the degree of supervision exercised, and the amount of responsibility for materials and money.

The Job Evaluation Project team, headed by Capt Christopher Tuffley RN, is conducting a major exercise, lasting until the end of the year, in order to validate the system.

During the exercise about 2,000 job descriptions will be compiled and will involve 36 additional analysts, officer and senior NCOs from all three Services.

This regular feature gives general information about new Defence Council instructions affecting conditions of service. If they apply to you, the full, original text should be studied.

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Falkland stones form Marines memorial



Admiral of the Fleet Lord Lewin unveils the Falklands War memorial dedicated to the Royal Marines who died in the 1982 conflict.

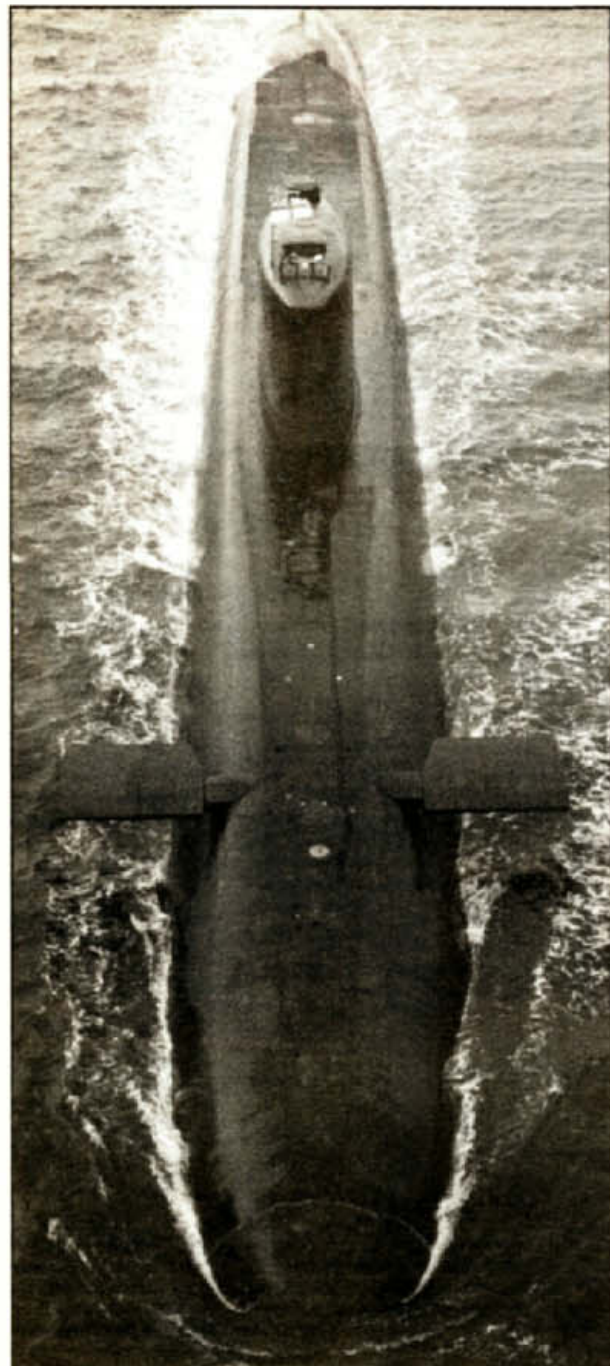
FIVE STONES from the Falklands battlegrounds of Two Sisters and Mount Harriet, now form a permanent memorial to the 26 Royal Marines killed in the Falklands War.

A plaque on the memorial in the garden of the Royal Marines Museum, Eastney, was unveiled by Admiral of the Fleet Lord Lewin, who was Chief of the Defence Staff in 1982.

Families

A service of dedication conducted by the Rt Rev Noel Mullin was attended by families and friends of the 26 Marines, as well as the leaders of the Falklands sea and land campaign.

They included Admiral of the Fleet Sir Henry Leach, Admiral Sir John Woodward and Maj Gen Sir Jeremy Moore RM.



Farewell to a peace-winner

NEITHER side won the Cold War. But the decisive element in ending it was the retaliatory or 'second strike' capacity of submarine-borne ballistic missile systems with nuclear warheads of unacceptably devastating destructive power.

Never had British sea power been more formidable than on June 14, 1968, when HMS Resolution set forth upon her first deterrent patrol; and from June 16, 1969, when HMS Repulse sailed for her first patrol until March 5, 1996 – when HMS Renown ceased to be operational – the continuity of the Polaris deterrent was unbroken.

Nor were the boats counter-detected by any other force during this period. Thus did the Royal Navy and its Submarine Service provide Britain with the 100 per cent credible strategic nuclear deterrent which its national security demands.

Outstanding

Given the firm support of both the British and the American governments, and wholehearted co-operation of the US Navy's Special Projects Office, it was still an outstanding achievement for Britain to design, build, equip, and man the four nuclear-powered boats that were essential, as a minimum, for a viable Polaris missile force.

As Rear Admiral Charles Shepherd, the Polaris deputy controller, put it:

We planned in 1963 to fire our first missile at 11.15 Eastern Standard Time on February 15,

BRITAIN'S POLARIS era is over. In May the last patrol by a Polaris-armed submarine was completed by HMS Repulse, which passed the baton of the UK's nuclear deterrent completely to the Trident-armed Vanguard-class boats. In this special farewell, Vice Admiral Sir Ian McGeoch assesses Polaris's outstanding achievements over 28 years.

1968; we failed by 15 milliseconds. We were told in 1963 that there must be a continuous deterrent from July 1968; this was achieved.

In doing so, new and intensely exacting standards of training, operation and maintenance have been demanded and met. Officers and ratings of all branches and every naval skill – except possibly flying! – have toiled together, ably supported by civilians providing logistic facilities of unprecedented scale and complexity.

Families' fortitude

Let us remember, also, the fortitude and pride with which the families of the men on patrol have sustained the lengthy separations and anxieties involved.

Owing to its dependence upon total secrecy for total credibility, the Polaris force could never receive the publicity which it deserved. Hence it is fitting to end with the ringing pronouncement of Sir Leonard Redshaw, Director of Vickers Shipbuilding, Barrow:

Polaris was the best bargain the British taxpayer ever had. Now it is the turn of Trident to be 'under the Providence of God', the Royal Navy's and the nation's mighty peacekeeper.

● Vice Admiral Sir Ian McGeoch was Flag Officer Submarines from 1965 until 1967.



The launch of HMS Resolution in 1966 and (left) HMS Renown at sea.

Faslane Fair goes to sea



ON THE other side of the camera for a change, LA(PHOT) Paul O'Shaughnessy makes (rather than takes) a pretty picture, with more than a little help from two even more photogenic subjects at Faslane Fair.

This year for the first time, fair visitors were able to visit a warship. They were ferried by fleet tenders for one-hour tours of the Type 42 destroyer HMS Birmingham, anchored off Helensburgh Pier.

Over 10,000 people joined in the fair and £17,000 was raised for Lomond Mountain Rescue Team.

Attractions at the mini Navy Days included a Lynx fly-past, a search and rescue demonstration by a Sea King helicopter, and a parachute descent.

Families first in Victorious

PAT TANNER, the mother of HMS Victorious's communications officer, Lt Richard Tanner, sits at the submarine's controls during the boat's first families days.

Also in the picture is Cdr Mike Tanner, Richard's father; Lt Stuart Hobson; OM(WSM) George Stephenson, lending a helping hand; POMA Neil MacPhail on the afterplanes; and CCWEA Graeme Roberston.

Among the guests on board during the families event, split over two days, was the submarine's sponsor, Lady Newman, wife of Vice Admiral Sir Roy Newman.

The boat also invited to sea two members of Stirling Hospital children's ward, who were presented with £2,000 raised by Victorious's Port crew this year.



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'Some people have all the luck!'

NEWSVIEW

Our Tugg – he's been remanded!

THE AWARD of an MBE to Navy News' 'Jack' cartoonist Tugg Willson will be seen by his many fans as well overdue.

It has been made for services to the Fleet Air Arm. Tugg was educated at the Royal Hospital School, Holbrook and joined the Royal Navy as an armourer in 1947. In 1964 he received a commission on the Special Duties (Aviation) List and served all his sea time in carriers.

Since he left the Service in 1971 to concentrate on an already blossoming career as a cartoonist much of his work has reflected his aviation background – notably his long series of Flight Safety calendars.

But his appeal is spread throughout the Navy – and beyond, for even the best of his naval cartoons, by no means the only outlet for his talent, rarely rely on 'in jokes'. And they seldom stray too far into the realms of fantasy, either.

As The Prince of Wales (himself the subject of several of Tugg's sallies during his own naval career) noted in a foreword to a collection we published in 1983: "If you have served in the Navy, then his cartoon characters are only too possible... He has the uncanny ability to evoke through his pen the kind of situations and personal characteristics that are so totally a part of the Royal Navy."

With his deft, exuberant line and economy of caption – the key figures of the contemporary cartoonist's art – he has done more for the morale of the modern Navy than any other individual.



● Left: Self portrait, 1991.

● Below: Classic 'Jack', from Navy News March 1976 edition when The Prince of Wales was Commanding Officer of HMS Bronington.

'ARRY! – OUR JACK!



'PLAIN ENGLISH' AWARD FOR Navy News

Jack not as he is spoke

"'Confusion to our enemies' is one thing – we try not to confuse our own people..."

Editor Jim Allaway accepted the Plain English Campaign's Inside Write Award from Chairman of the Whitbread Group Sir Michael Angus last month.

It was Navy News' first entry in a competition designed to promote clarity in communications, organised in conjunction with the Cabinet Office.

"Our aim has always been to provide a 'good read', so we try to avoid Service jargon," said Jim.

"Also, Navy News' influence spreads far beyond its first function as the Navy's prime vehicle for internal communications.

"We have maybe half a million readers worldwide – and defence correspondents and embassy attaches regularly pick up items from our pages that they have missed from official releases."

Plain English Campaign's

INSIDE WRITE

Awards 1996

Winner

The Royal Navy

For the clarity of its document:

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Chairman
Whitbread Group

Chris Mather, Plain English Campaign

Inside Write –
clear communication
within the civil service



● With the Inside Write Award at the Whitbread Centre are (left to right): Commodore Chris Beagley, Director of Public Relations (Navy); The Earl Howe, Under Secretary of State for Defence; Anne Driver, Navy News Business Manager; Anton Hanney, Deputy Editor; Jim Allaway, Editor; Sarah Jacobs, Deputy Advertising Manager; and Glen Gould, Advertising Manager.



From Armed Forces Minister Nicholas Soames:

"Very many congratulations on the award of an Inside Write Award from the Campaign for Plain English... Navy News is a splendid publication with a readership which includes not only those serving members of the Royal Navy, but also ex-serving members and many civilians who have no other avenue to keep abreast of current news in the RN.

"I applaud your efforts in keeping the Royal Navy in the public eye."

And from First Sea Lord Admiral Sir Jock Slater:

"The Royal Navy is extremely fortunate to have such a good newspaper – especially one which keeps getting prizes!"

HMS Manchester on the diplomatic round

Ambassador to the world

AFTER taking part in Exercise Purple Star there was no let up for HMS Manchester as the Type 42 destroyer embarked on a series of high profile visits.

First came an operational standoff in Boston, Massachusetts after which she paid a goodwill visit to nearby Manchester-by-the-Sea, long planned as one of the final activities of the town's 350th anniversary celebrations.

On the sea passage she took with her 60 residents of Manchester back to their home town while 12 cyclists undertook a sponsored ride to raise \$1,300 for local charities.

The American Legion, Fire and Police Departments all hosted "cookouts" for the ship's company. At the official reception at the Yacht Club, the ship's CO, Cdr Simon Howard presented the town with a print of the first Admiralty survey chart of the area.

Fifty sailors were adopted for the day by local residents - three were taken flying by a 78-year-old lady who had made over 300 Spitfire flights during World War II!

Clean up

One member of the ship's company was given a cap that was swapped in 1936 with someone from from HMS Shropshire. He is keen for it to be returned to its original owner - anyone with any information should contact HMS Manchester for details.

Over 10 per cent of the town's population managed to visit the ship, whose ship's company in turn toured local schools with her Lynx helicopter and spent time on a community service project, cleaning up a nature trail and beach.

Back home in Portsmouth again, the ship embarked the



● "Mind the paint, sir..." The new Ambassador to France Mr Michael Jay tries his hand at ship handling while the commanding officer of HMS Manchester Cdr Simon Howard maintains a diplomatic silence.



● MEM Steve Oldland hands over £400 for the Manchester bomb victims to the city's Lord Mayor, Cllr Derek Shaw.



* Beachcombers: MEM Chappel and Mid Amelia Resheph help clean up at Manchester-by-the-Sea



● HMS Manchester cheers ship for the President of the Republic of Ireland Mary Robinson at the historic Fleet Review at Cobh to mark the 50th anniversary of the Irish Naval Service.

new Lord Mayor of Manchester, England, Cllr Derek Shaw, for a day at sea - when the main topic of conversation was the terrorist bomb that had exploded in Manchester city centre a few days before.

Manchester man MEM Steve Oldland handed over a cheque for £400 collected by members of the ship's company for the charity set up to help victims of the blast.

HMS Manchester hopes to granted the Freedom of her namesake city when she pays a visit there in June next year.

Two major representational tasks fell to the ship within the space of a week last month.

First she sailed to Cherbourg carrying the new Ambassador to France, Mr Michael Jay - who tried his hand at ship handling while on passage.

Fleet Review

A combined French and RN ceremonial party met him on the jetty and after press meetings and briefings he spent the evening on board, attending an official dinner before leaving to take up office in Paris.

HMS Manchester then sailed for the Republic of Ireland for an official visit to Cork to mark the 50th anniversary of the Irish Naval Service.

She anchored off Cobh with ships from the Irish, Canadian, German, Dutch, Swedish, French and Belgian navies to take part in the first Fleet Review in Ireland since 1897, during which Irish President Mary Robinson reviewed the ships from the Irish flagship Le Eithne.

Warm welcome

HMS Manchester then proceeded up river to Cork Harbour to join a Maritime Festival, at which she was visited by First Sea Lord Admiral Sir Jock Slater. He later hosted a dinner party for 16 Irish dignitaries in the wardroom.

As the first major British warship to visit Cork since the 1950s, great interest was shown in her by the locals, who extended a warm welcome.

● As Navy News went to press last month the Type 22

frigate HMS Cornwall was preparing to visit St Petersburg as part of the celebrations to mark the 300th anniversary of the Russian Navy. Thirty under-

graduates from three University RN Units were also to visit the Baltic port of Kaliningrad, embarked in HMS Smiler, Example and Explorer

'Simon of the Amethyst'

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The Instructor Branch had its origins in an Order of Council of 1702 that "schoolmasters" be appointed to instruct in the theory and practice of navigation.

This duty soon expanded to include teaching the three Rs to ratings if a ship's Captain so directed.

Schoolmasters had to pass an examination before Trinity House and were appointed by Warrant as midshipmen. However, it appears that most of the billets were unfilled because of a lack of volunteers and there was considerable obstruction from officers who had "come up the hard way" and saw no need for academics on board ship.

In 1819 the examining body on entry was changed to the RN College, Portsmouth. The Schoolmaster remained a rating until 1836 when he was appointed as a Wardroom Warrant Officer. In the next year his title was changed to Naval Instructor and Schoolmaster and to Naval Instructor in 1842. He gained full commissioned status in 1861.

Meanwhile the new post of Seaman Schoolmaster in the training of Petty Officers was created in 1837, gaining WO status in 1867. He gained commissioned status in 1904, achieving the rank of Headmaster Commander in 1927.

The early years of the 20th century saw major changes in Officer Training. The Royal Naval Colleges were set up at Osborne and Dartmouth and, at the instigation of Second Sea Lord Jackie Fisher, the Selbourne Scheme of training was introduced.

Training scheme

The aim was to create an Officer Corps of seamen and engineers, both of whom would be capable of assuming military command. It had much in common with public school education and required a considerable academic staff – and Fisher, who had no love for the Naval Instructor, exclusively recruited civilian schoolmasters to meet the requirement.

There were no Naval Instructors at Dartmouth or Osborne on the grounds that there would be no jobs at sea under the new scheme of training. As a result of this policy, no Naval Instructors were recruited after 1903, although serving personnel were allowed to continue. In 1910 there were 66 Naval Instructors with seniorities ranging from 1881 to 1904.

But the branch came into its own in World War I, the first new entry since 1904 joining in 1915. By 1919 the ranks were aligned with other branches, carrying the prefix "Instructor".

Wider range

The scope of Instructor Officers' duties expanded over the years to include a wider range of academic subjects in both the sciences and humanities and meteorology. Meanwhile the Schoolmaster branch continued to instruct ratings, although it came under the control of Instructor Officers after 1918.

Candidates for this branch continued to join as WOs, achieving commissioned status after many years of service. Schoolmasters were finally absorbed into the Instructor Branch on 30 June 1946 when all Schoolmasters became commissioned Instructor Officers and the branch remained largely unchanged thereafter.

In the late 1970s it was recognised, though, that its role had changed to bring it steadily closer to the General List, to which its officers were incorporated in 1978.

By 1990 there were about 700 of them – but then, in 1994, the Officers Study Group recommended that the Officer Corps should be based on a "Platform Derived Structure" and that, with insufficient sea jobs, the branch should be disbanded.

As reported last month, currently serving officers would be "rebrigaded" according to their skills.

SUN SETS ON THE

From Admiral Sir Jock Slater, First Sea Lord:

"Today we mark the end of the Instructor Branch which has existed in different forms since 1702. You and your predecessors have served the Royal Navy with distinction. In particular, we owe in large measure our pre-eminence in training, meteorology and oceanography to you . . ."

Although the Instructor Branch has disappeared (from last month) as a separate entity, the need for its officers' core skills is as significant today as it has been for almost 300 years.

Says Capt Simon Goodall, who has been project manager for the branch closure: "Officers specialising in meteorology, oceanography, training and information systems have a vital role to play to ensure the future well-being of the Royal Navy."

"This marks the real beginning of a new officer structure which will make the RN more capable of meeting the challenges of the 21st Century."

The need for change reflected

the difficulty of maintaining a branch with a shore orientation at a time when a Navy reducing in size had to focus on sea-going opportunities.

Uniquely, the Instructor branch has recruited officers up to the age of 34, targeting graduates with the skills needed by the RN at any particular time who all entered the Navy on short career commissions.

Because they entered with professional skills, the training pipeline was kept short to enable

them to fill complement billets as soon as possible. Typically, an Instructor Officer would be filling his first training appointment within one year of entering the service.

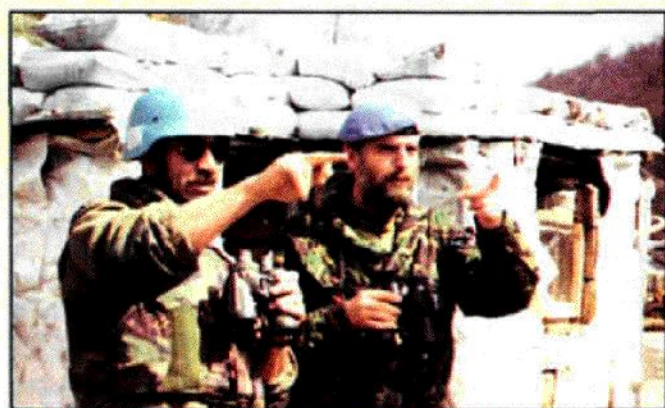
This method of entry, often termed a "sideways entry" because it enables the RN to target the more mature entrant, adds flexibility to the officer structure. The more varied career path of the Instructor Officer enabled those skills to develop into a wide range of activities.

"Paradoxically, the future officer structure of the Navy, based on entry to an Initial Commission with the option to transfer later to a Career Commission, will have many features of the old Instructor Branch," Capt Goodall notes.

Sideways entry

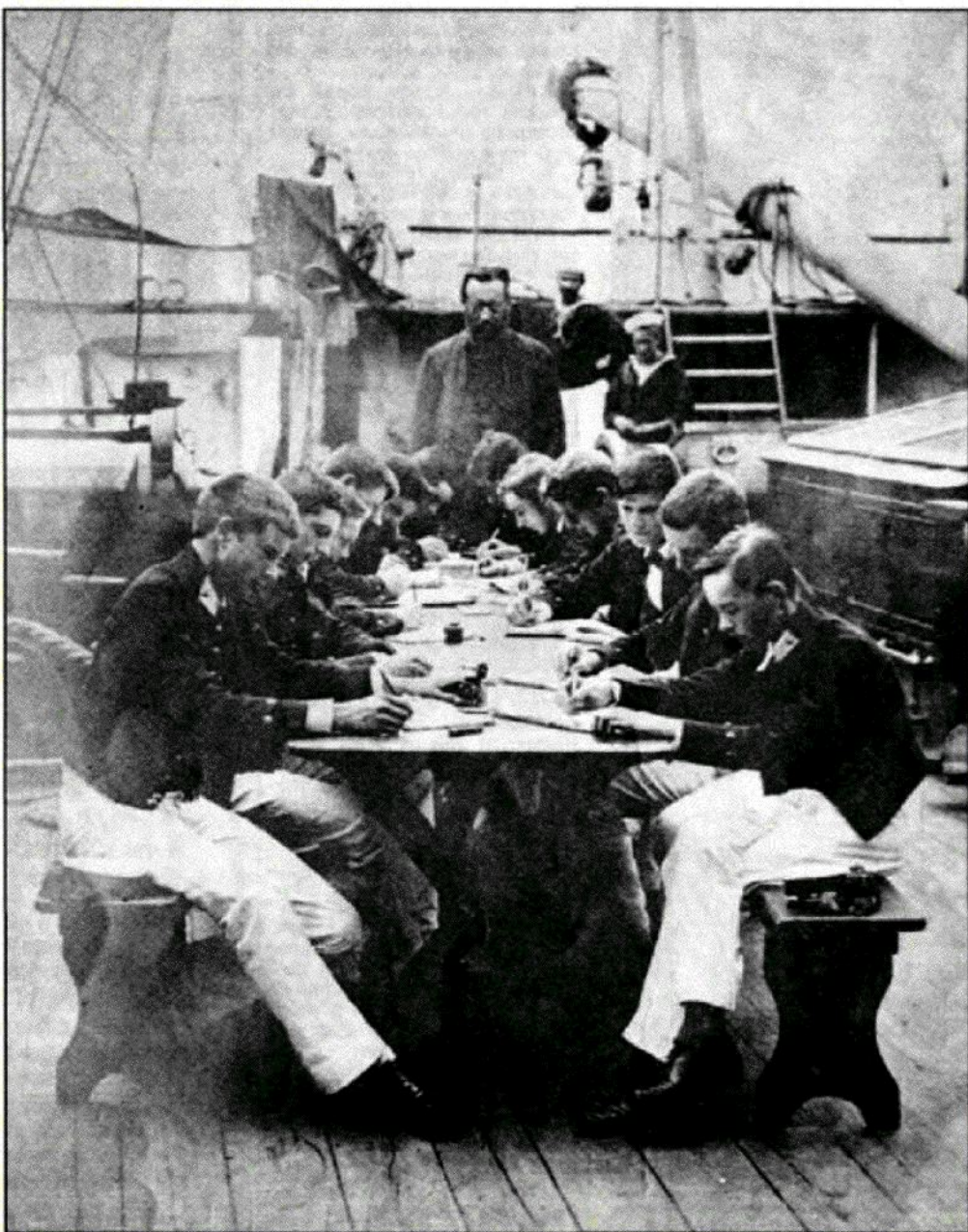
"Under the new arrangements, a form of sideways entry will be retained to ensure that the supply of training managers is maintained."

Officers with meteorology and oceanography qualifications are to join the Seaman Branch – designated X(METOC)s. In parallel, the Seaman branch is developing a new specialisation to be called the Hydro/METOC (X(HM)), which brings together the skills of the hydrographic officer and the METOC officer to form a warfare officer with all-round environmental skills.

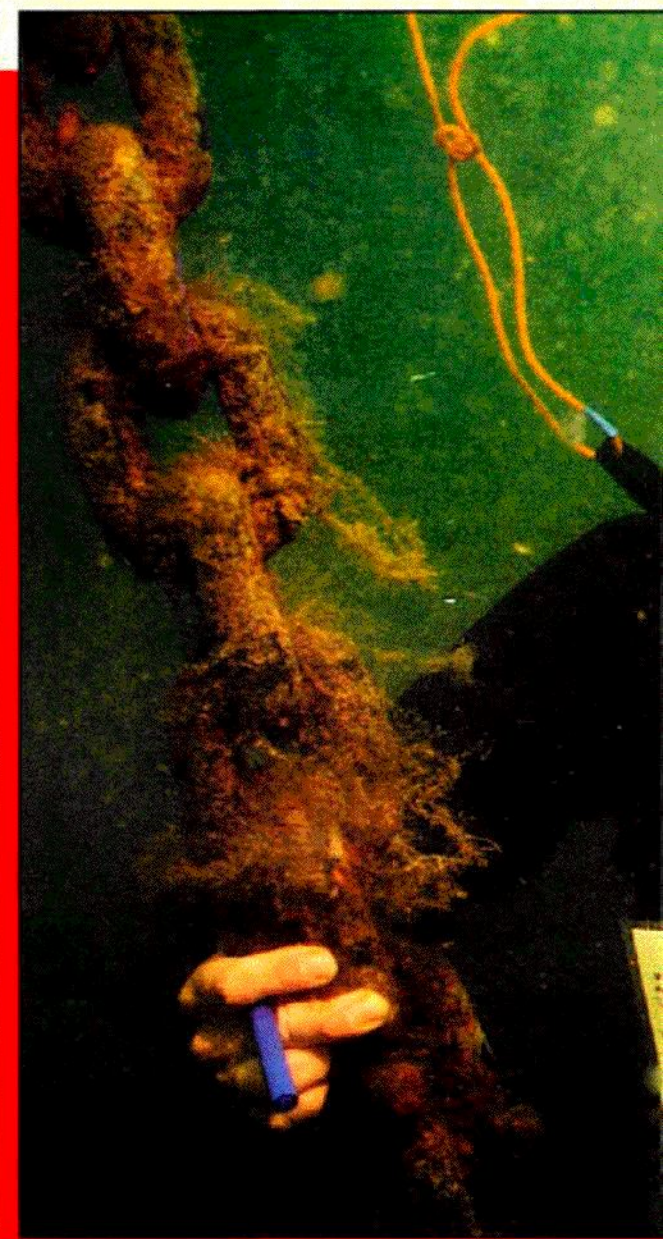


● Above: Lt Cdr Mark Foster (right) on United Nations monitoring duties in Bosnia. He is currently First Lieutenant at BRNC Dartmouth.

● Below: the 'Schoolmaster' was required to "employ his time on board in instructing the Volunteers (sic) in Writing, Arithmetick, and the Study of Navigation, and in whatsoever may contribute to render them artists in that science."



– but 300 underpin

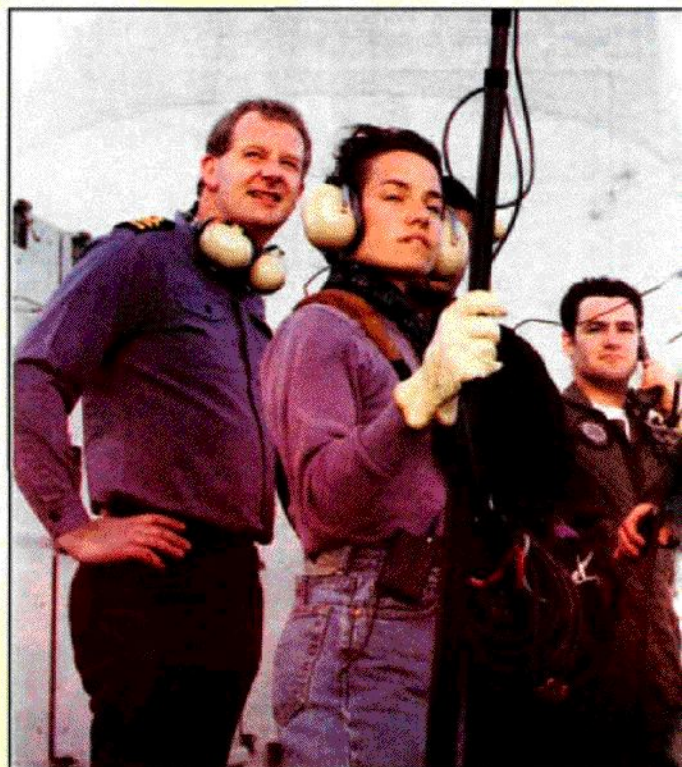


As an integral member of the warfare team, he or she will be capable of providing comprehensive advice on the environmental factors affecting a ship's fighting abilities.

"This is an exciting development which at last ensures that full

consideration of the environmental factors above and below water will be available to the Command.

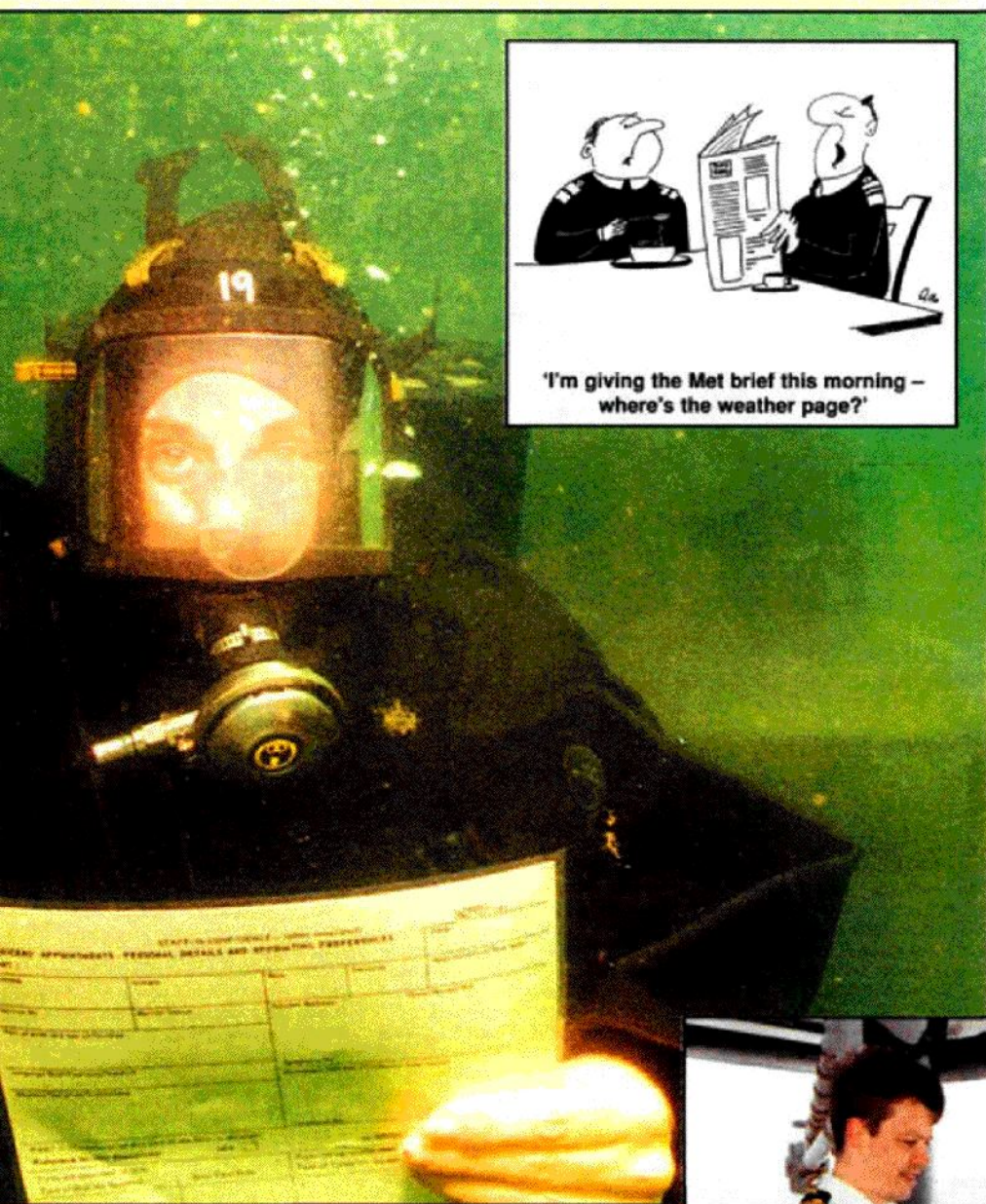
"The specialist surveying skills, so important for the accuracy of charts, will be retained and thus career prospects for the X(HM) offer a variety of employment in



● Cdr Fred Aitken with a BBC Television crew embarked in HMS I

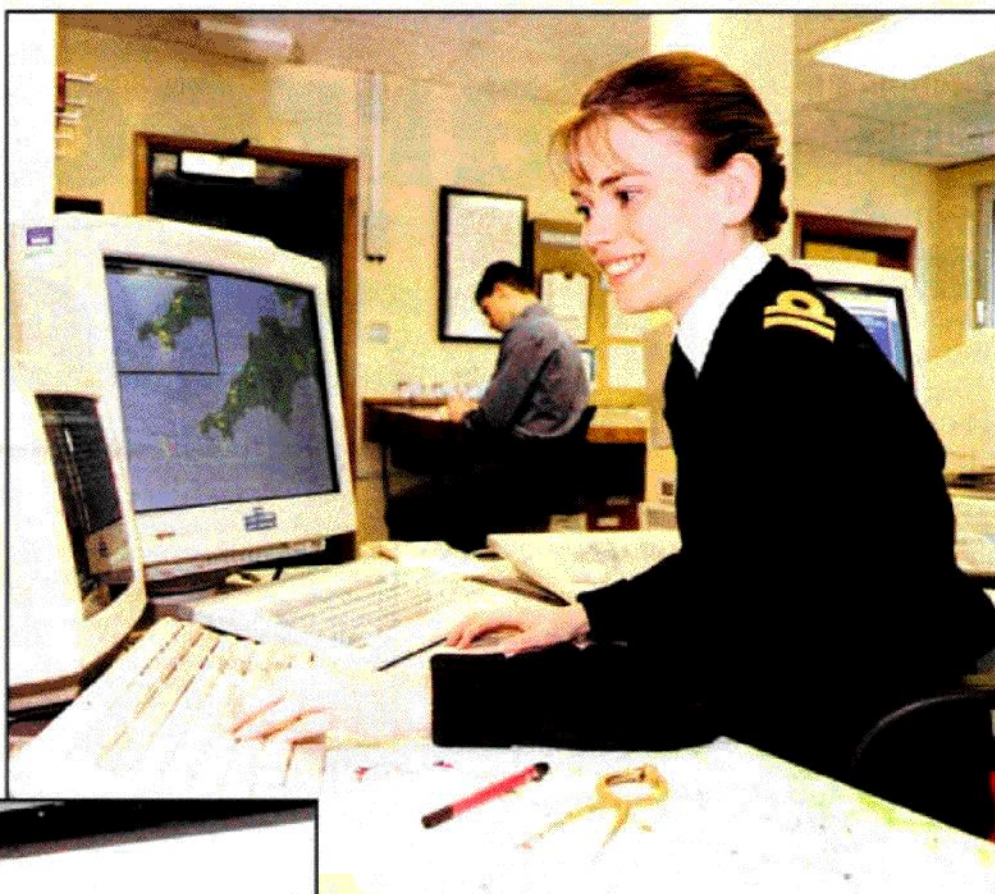
THE SCHOOLIES

years of tradition still the new model Navy



● Left: Lt Cdr Karen Pearce combines her roles as a Junior Officers Appointer and a qualified ship's diver...

● Right: Instructor Officers hoping to qualify for coveted "schoolie" jobs with the Royal Marines cool off at the end of a hard day on the All Arms Commando Course.



● Plumbing the depths are Lt Kerry Turner (above), at the RN School of Meteorology and Oceanography, Culdrose; and Lt Cdr Tim Reynolds (left), seen launching a Bathythermograph probe during Exercise Purple Star.

● Below: Lt Simon Page, instructor in electronics at HMS Collingwood.

both the grey and white fleets.
"Ex Instructor Officers will, as X(METOC)s, have a vital role in the development of the X(HM) and will provide the vital specialist skills for many years to come while the X(HM) concept is brought to fruition.

"Work is already underway to develop the training plans for such a significant change, but X(METOC)s can be assured of rewarding careers within the Seaman branch as the Navy moves towards the new model."

Instructor Officers with training and information systems backgrounds will meanwhile join the Engineering Branch as Training Managers (E(TM)) or Information Systems officers (E(IS)).

Instrumental

Instructor Officers were instrumental in the development of the RN Meteorological Service. After World War II, they also identified the need for and developed a comprehensive resettlement organisation and have maintained a continuous and vital involvement in the development of computer technology - and less obvious areas such as weapons targeting.

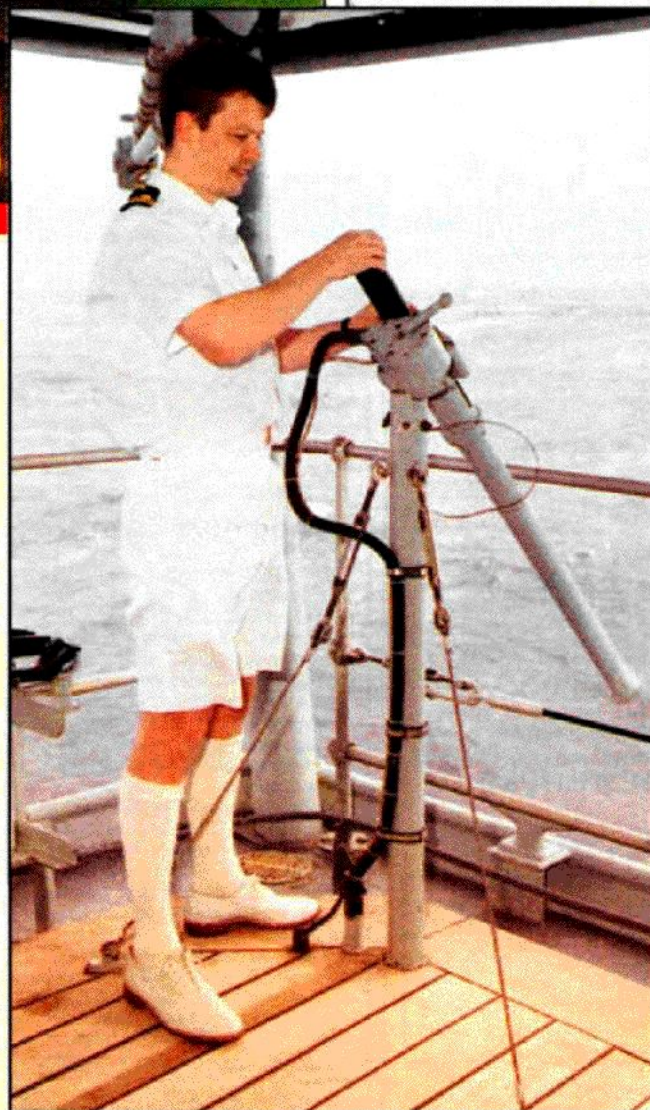
In the operational arena they have filled a wide range of appointments, including Special Forces.

Achievement

"But their principal achievement has been to make the Navy's training process second to none."

Although the principal focus has been on development of training, IS and METOC skills, the employment of Instructor Officers has not been limited to these areas.

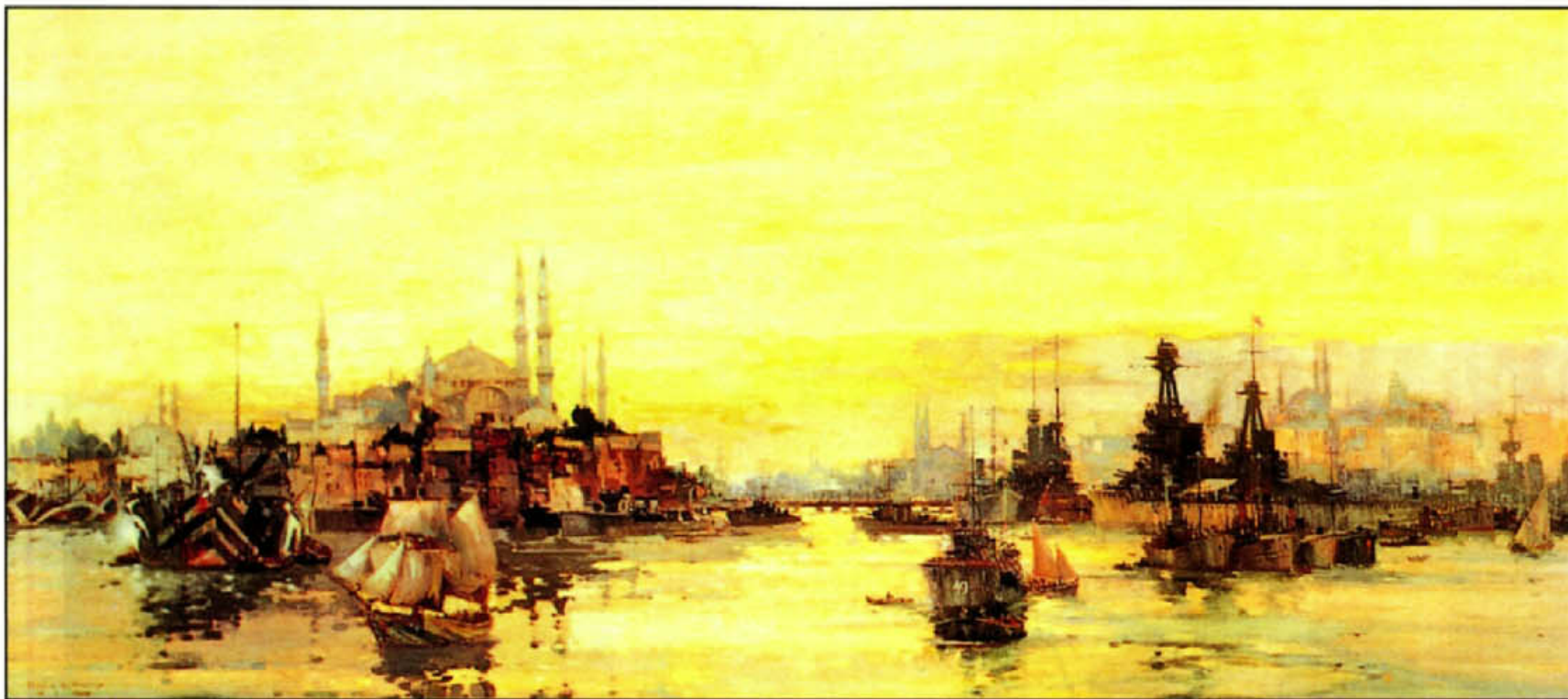
Recent appointments they have held include Commodore HMS



Raleigh, Captain Base Personnel, Devonport, 2IC Special Boats Service, United Nations monitoring duties in Bosnia and training

officers with the Royal Brunei Navy - the shorthand title "Schoolie" covered a very broad range of business.





50 years of the RSMA

FRANK MASON's 'The Allied fleet and shipping at Constantinople' (by courtesy of the Imperial War Museum) features in A Celebration of Marine Art (Blandford Press £35), marking 50 years of the Royal Society of Marine Artists.

Some of Britain's finest painters and sculptors have been members of the RSMA and its annual exhibitions at The Mall Galleries have attracted worldwide interest and critical acclaim.

This book carries over 100 scenes including many naval actions up to the present era, by artists including Montague Dawson, Geoff Hunt and Roger Fisher.

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Tarred with the same brush?

WOMEN at sea didn't start with HMS Brilliant in 1990 – a fact oddly neglected by historians.

There have been several studies of female pirates, usually highly coloured to appeal to a public which, in their own day as much as in ours, was fascinated by stories of cross dressing.

But Suzanne J. Stark is one of the first to seriously address the subject of the wider range of **Female Tars** (Constable, £16.95) who lived and worked in British warships in the 18th and early 19th centuries – and the result is as sensational as any work of fiction.

They were not all prostitutes, but most of them were, as were a good many of the seamen's wives.

Women aboard ship in the age of sail

Over all this period, whenever a naval ship came into port, hundreds of women would join the men on the already crowded lower deck and remain there until the vessel put to sea.

There are a number of mentions of over 400 coming into a single vessel and the seaman Samuel Stokes noted in his memoirs that on one pay day in 1809 the 98 gun HMS Dreadnought, with a complement of 800 men, had on board "13 women more than the number of our ship's company and not 50 of them married women."

William Robinson, who served from 1805-11, described those who entered his ship at Portsmouth thus: "Of all the human race, these poor young creatures are the most pitiable; the ill-usage and the degradation they are driven to submit to are indescribable; but from habit they become callous, indifferent as to delicacy of speech and behaviour, and so totally lost to all sense of shame that they seem to retain no quality which properly belongs to women but the shape and name..."

Age of consent

Note the word "young". The age of consent throughout this period was 12 and all those contemporary illustrations by artists such as Cruikshank and Rowlandson depicting the stereotypical seaman's whore as a big, leering, buxom woman in her thirties or forties were grossly misleading. She was generally an undersized, sickly teenager.

Seamen's wives often turned to prostitution while their husbands were at sea, contrary to another popular image of the prim young spouse, good, patient and faithful, as depicted in many contemporary paintings.

This was usually out of simple necessity. Even if a wife had been on board on pay day to get her share of her husband's wages, the money didn't last long – and the seaman's pay was often long in arrears.

From 1758, legally a seaman could have an allotment of a few pence a day sent to his wife – but the system was so complicated (perhaps deliberately so, the author suggests) that very few sea-

men knew how to make the initial arrangements.

In 1759, in 72 ships that were paid off at Plymouth, only three per cent of the men made remittances to their families – not until 100 years later was a workable allotment system established.

The result of this appalling state of affairs was that Portsmouth and Plymouth in particular had enormous numbers of women living on public charity – there was little industry in either town, except for the all-male naval yards, and very few seamen's wives had the necessary references to be hired into domestic service.

Main solution of the Guardians of the Poor was to pack the women off to their home parishes – in the

through the red tape. Many widows also failed to get the small pension due them because the process of obtaining it was so complicated. The widows of men killed in major battles sometimes received money from private benefactors or from funds raised by public subscription, but there was no such remuneration for widows of men who died of disease.

The author notes, however, that widows were aided by one of the more bizarre traditions of the sailing navy.

From 1733, in every commissioned vessel's muster book there were listed two "widows' men" for every hundred men in the crew. They were rated as able seamen. The pay of these non-existent men was collected in a pension fund for widows.

This system, known as "dead shares", was actually introduced in Henry VIII's time for the widows of commissioned and warrant officers. In 1695 it was diverted to the widows of seamen killed in action and after 1733 paid for any man who died on board.

It was not until 1829 that a less irregular pension system finally replaced it.

Not a few women actually served as seamen or marines and, amazingly in such crowded conditions, remained undiscovered for years.

Bravery

And when they were discovered, they were commonly treated with respect and generosity by their officers and lauded in the press for their bravery and patriotism.

"Charles Waddall" was convicted of desertion at Chatham in 1771 and sentenced to a flogging – whereupon "he" declared himself a woman.

Not only was the punishment cancelled, but the admiral and commissioner of the dockyard rallied round to help her, giving her money from their own pockets.

This is a rare contribution to the social history of the Senior Service – and one devoid of overtly feminist tone and which so serves its subject well. The terrible facts of life in this era speak for themselves.

— JFA

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At Your Leisure

Double danger in the city



● Michelle Pfeiffer as ex-marine turned teacher LouAnne Johnson in *Dangerous Minds*.

TWO MOVIES this month – one aiming to generate the famous ‘feel good’ factor, the other to induce the less recognised ‘feel agreeably miserable’ effect.

In the first category is *Dangerous Minds*, one of the final and least characteristic productions from the late Don Simpson, who was noted mainly for action movies like *Top Gun*.

This is a tale about an ex-Marine taking a job as a supply teacher at a tough, disorderly, inner city school. A good role for Nick Nolte, perhaps, or for Denzel Washington?

Actually, no – it's Michelle Pfeiffer who has to venture into

this blackboard jungle, and it must be said that although she acquits herself conscientiously, it really is impossible to deglamourise those sort of looks.

Screen Scene

In truth, she looks about as much at home as a swan in a snake pit.

Still, that said, it's a likeable movie with some negative virtues (no redundant love interest, no on-screen violence) and several positive ones, notably its celebration of

such qualities as persistence, imagination, courage.

It actually does feel good to watch a demonstration of how these attributes help to see someone through a painful and precarious situation.

But oh dear, no such comforts are on offer in *Seven* (or *Se7en*) as it is rendered in the titles.

This is a serial killer movie of unsurpassed bleakness, but with an undertow of humanity which lifts it out of the exploitation category.

A religious maniac is on the loose, slaughtering his victims in such ways as to illustrate one or other of the seven deadly sins. But he gives himself up with Envy and Anger still apparently unachieved: is he somehow about to embark on some appalling new phase of his

demented programme?

The cops on the case are a nicely contrasted pair: Brad Pitt as the anxious to please, eager beaver rookie and Morgan Freeman as the veteran, about to retire, all polite indifference and weary dignity.

His one tiny moment of violence – a slap – seems more shocking than all the rampagings of a Steven Seagall.

The other main character in the film is the city – dark, rainswept and cruel. This is not a movie for the squeamish, nor for the already depressed, but it manages to find an interesting take on a hackneyed and rather distasteful theme. And its last line is one for the anthologies.

– Bob Baker

IN 1979 Roland Huntford delivered an excoriating attack on the British tradition of amateurism in polar exploration. His book *Scott and Amundsen* accused Scott of a catalogue of blunders – blunders that careful study of the ways of the aboriginal people who actually lived in the ice, the Inuit or Eskimos, might easily have avoided.

A few years later he followed up with a biography of Shackleton which by contrast was a paean of praise – in terms of leadership, Shackleton left Scott standing as the message.

There is some truth in these verdicts – but Scott has been so mythologised (not least by Scott himself in his famous last testament) that much of his reputation survives and his story continues to fascinate.

I May Be Some Time (Faber £15.99), the even more famous last words of Scott's companion Captain Oates, is the title of Francis Spufford's study of the hold of ice on the English imagination.

In fairness to Scott, he points out that far from being simply a dinosaur of the old stiff upper lip RN tradition, Scott was in fact an advanced thinker in the context of his own times, "a friend of Barrie, husband of a New Woman, eager reader of new literature and new science."

But the classic period of British polar exploration, beginning with Parry and closing with Shackleton, also coincided with the growth of interest in spiritualism which did much to promote the peculiarly British reverence for "heroic defeat".

There are many fascinating anecdotes of supernatural

advice here – held out in particular to Lady Jane Franklin, whose long campaign to learn the fate of her husband, lost while looking for the fabled North West Passage, made her a national heroine in her own right, the model of wifely fidelity.

Six weeks after her death at the age of four, Louisa, daughter of one Captain Coppins of the Board of Trade, appeared to her brothers and sisters and conjured up images of Sir John Franklin, with the information that he was in Prince Regent's Inlet – actually the spot where traces of his expedition were eventually found.

Cash bonus

For all the romantic and paranormal subplots, it is refreshing to note that polar exploration had, from the beginning, soundly materialistic ends. The explorers gained an entrée into society – and the sailors in the parties led by Parry, Ross and Franklin, schooled in the Napoleonic Wars when prize money was the great incentive for naval victories, perhaps simply wanted the cash bonus the Admiralty was offering.

Irresistible is the verse from Parry's shipboard *North Georgia Gazette*:

"Fired with fresh ardour, and

with bold intent,
Our minds shall, like our
prows, be westward bent,
Until Pacific's waves pour forth
sweet sounds,

Chiming to us like – Twenty
thousand pounds!"

Cutting sharply into the romance of Franklin's doomed venture were claims that the last survivors had resorted to cannibalism – claims that are still the subject of controversy.

Lady Franklin was less prepared to listen to Dr John Rae, an Orkney-born physician on Hudson's Bay business who reported second-hand testimony to this effect from Eskimos.

Dr Rae was, in fact, something of an expert on travel and diet in polar regions, having closely studied Inuit icecraft and made repeated overland journeys without any of the huge support structure of the naval efforts, drawing on the natives' skills in a matter of fact way which anticipated Amundsen's or Nansen's approach.

A fan of Rae was the Canadian explorer Vilhjalmur Stefansson, who opened his 1939 book *The Lost Franklin Expedition* with the stinging comment: "One of the most baffling problems of Canadian exploration is how Sir John Franklin and his party of more than a hundred contrived to die to the last man, apparently from hunger and malnutrition, in a district where several hundred Eskimos had been living for generations, bringing up their children and taking care of their aged."

In retrospect, the foolhardiness of various RN parties' failure to learn from the locals' long experience is breathtaking. But their efforts still have the power to inspire – as Spufford himself acknowledges with the moving imagined diary of Scott's last expedition which concludes this fascinating book.

Haunting

One curious omission from a scholarly examination of the mystique and mysticism of polar exploration is the experience Shackleton and two of his companions each claimed to have shared on one long march through the Antarctic wastes – that there was someone else with them.

After the story appeared in Shackleton's book *South*, it was invoked in numerous sermons and tracts – and inspired the haunting lines in T.S. Eliot's poem *The Waste Land*:

"Who is the third who walks
always beside you?
When I count, there are only
you and I together
But when I look ahead up the
white road
There is always another one

IMAGES OF ICE

walking beside you

Gliding wrapped in a brown mantle, hooded

I do not know whether a man or a woman

– But who is that on the other side of you?"

Hitler is the spectre that has always haunted Leni Riefenstahl – who began her career as an actress in the icy milieu of the often highly dangerous German mountain films of the 1920s.

She is likely to be forever

condemned for mythologising Nazi Germany with her films *Triumph of the Will* and *Olympia* – which are, even so, two of the finest documentaries ever made.

Audrey Salkeld – herself an authority on mountaineering and exploration – seeks to redress the balance in *A Portrait of Leni Riefenstahl* (Jonathan Cape, £18.99).

Leni has more lately won acclaim for her studies of the Nuba people of the Sudan and

her (very late) new career as an underwater photographer – she began diving in her seventies and in her nineties is still at work in the Maldives.

She is, above all else, a survivor – though most of her post war film projects have failed, partly because of the (unlucky?) spoiling of footage the quality of which will now never be known.

– JFA

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● Myth makers: A member of Scott's party at the foot of Barne Glacier, photographed by Herbert Ponting; and (inset) Leni Riefenstahl, shooting duck instead of film in Greenland, 1932.

Sandown crew treated royally by King's Lynn

KING'S LYNN rolled out the red carpet for the first visit to the town by a Royal Navy ship for five years. The RNA branch there played a full part in making the visitors feel at home – even going as far as ensuring that the ship's company got their mail and newspapers despite the postal strike.

Among the events laid on for the Sandown's entertainment was a visit to the Royal Stud at Sandringham, including a barbecue hosted by the manager of the Royal Studs, Michael Oswald.

There to greet old shipmates was ex-CMEA David (Cliff) Clifton, an Association member who left the Service in May and now works for a local engineering firm. His wife, Ann, is Royal Stud secretary, while the Stud accountant is former CWTR Graeme Storey.

There was more RNA hospitality for the Sandowns on the Sunday of the week-end visit, when they were lunch guests at the branch's "mess" at TS Vancouver, the local Sea Cadet HQ. The invitation also meant that the ship's catering staff could take time off, too.

When the Sandown left on June 24, she was accompanied for her

Branch News

navigation into The Wash by the Mayor of King's Lynn, Cllr Moss Evans, who returned on board the Conservancy Board pilot cutter.

Peterborough

Members attended a wreath laying service at the memorial to Sgt Hunter, an Australian war hero who died at Peterborough Memorial Hospital after being severely wounded during the Battle of the Somme in 1916.

Dartford

The Assistant Secretary, Lt Cdr Hugh Mair RN (ret'd) and his wife Sheila were guests of honour at the branch's annual dinner attended by

112, including branch president, Capt E.P. Whealing RM and his wife.

Shipmate Ron Hutt, retiring after 30 years as chairman, was presented with a plaque. He presented life membership certificates to Shipmates Joan Wells, retiring as public relations officer and secretary; to Gwen Potterton, social secretary; and to Ron Hook, standard bearer and welfare officer.

Littlehampton

Eighty-four shipmates gathered at the Barnham Hotel to celebrate the 50th birthday of the branch. Among them was one of the founder members, Shipmate Jim Stickle.

A framed, golden certificate to mark the jubilee was presented to the president, Shipmate Basil Woodward, by National Council member for No.3 Area, Shipmate Kay Warrington. The evening



ended in traditional style with song and dance.

Northallerton

Branch president, Cdr Henry Blakeston RNVR (ret'd) has died less than three weeks after he presented a memorial seat to the town (as reported in our July edition).

Cdr Blakeston (85) was a solicitor and former coroner. His activities extended to the Samaritans, the Lionesses and North Yorks Gliding Club.

Hanworth

The newly refurbished clubhouse was the venue for the branch's annual dinner dance, attended by 140, including Brigadier Denzil Sharp, the guest of honour, and the president, Capt P. Hames RN (ret'd).

There was an even bigger turnout for a service of rededication at the memorial in the clubhouse grounds. Six standards were paraded and the service was conducted by the Rev John Faulkner RN (ret'd).

Branch fund-raising for the Dunblane appeal netted £715.

Waterlooville

The branch's club extension is now open to visitors. It has a larger lounge, a games room and facilities for ladies. Visiting branches are welcome provided the social secretary is warned in advance.

The branch standard was paraded at the memorial service for HMS Havant.

Members have sent their sympathy to their president, Surgeon Rear Admiral William Forrest, whose wife, Mary, has died.

Manor Park

The annual parade and service in memory of John Cornwell VC

CHATHAM MARCH TO MARK JUBILEE

THIRTY-EIGHT standards representing RNA branches throughout the country were on display for Chatham's 50th anniversary parade.

Guests at a social evening at Rochester Corn Exchange included Admiral of the Fleet Sir William Staveley who was piped on board by Medway Sea Cadets.

event which included a social meeting, dance and gala concert. A parade and church service was held on the Sunday, and a wreath was laid at the town's war memorial by the Area president, Cdr Philip Watters RNR.

Bloxwich

Shipmate Arthur Toon, president of the branch for 21 years, was presented with a carriage clock to mark his retirement.

He served in the Navy in 1941-46 and later became a member of the local council, serving two terms as Lord Mayor of Walsall.

It was through his efforts that a long-term loan was secured for the Bloxwich club, named Carless House after John Carless VC who served in HMS Caledon.

Sidcup

Shipmate Gerald Orchard and his wife Irene were treated to a surprise golden wedding party planned by their son and daughter, not as reported in *Navy News* last month, by members of Sidcup branch.

Members of Sidcup branch were guests at the celebration, including Shipmate Harry Heath and his wife Ivy, who had recently celebrated their golden wedding.

Scotland's newest

ARDROSSAN branch has become Scotland's newest, following its commissioning by Shipmate Joe Riley, National Council member for the Scottish Area.

The following were elected officers: T. Mackay (chairman), J. McDonald (secretary), M. Leary (treasurer), and B. Mackay and J. Dobie (committee members). After the formalities "Up Spirits" was held in the wardroom of Ardrossan Sea Cadet headquarters.

The branch meets on the second Tuesday of each month at 1930 in the Sea Cadet HQ.

• More in page 36



Four hundred shipmates attended the laying-up of the old standard of Newport (Shropshire) branch and the dedication of the new at a service conducted at St Nicholas's Church by the Rev. Prebendary Roy Hibbert. The salute at the march past was taken by the former General Secretary, Capt Jim Rayner RMR, the Mayor and Cdr Angela Muxworthy. Cdr Muxworthy is pictured here with (l-r) Shipmates Dennis Holland (treasurer), Charles Austin (chairman), Geraldine Jolly (vice chairman), Gerald Nunn, Verna Pollard and Cyril Dixon.

Over to you

RN nurse Peggy Nugent RN Hospital Great Yarmouth 1944. Historian Ian McLachlan, compiling a book of USAF fighter stories, wishes to trace Nurse Nugent. A red-bearded doctor who strove to save the injured legs of pilot Lt Fremont Miller. Contact Mr McLachlan at 10 All Saints Green, Worthingham, Beccles, Suffolk NR34 7RR. Tel 01502 713253.

Wanted for exhibition purposes. WWII aerograph letters. Contact Theo Durieux, 84 Rue H. Docquier, B4300, Waremmé, Belgium.

HM submarine Odin on film 1974/75. On loan to RAN, the boat held a farewell dance and presentation, which was filmed. So, too, were the farewells to wives and girlfriends at Sydney airport and the final departure of the boat from HMAS Platypus. Can a copy be obtained? Contact Tony (Nat) King, 34 Windmill Cres, Northwram, Halifax, West Yorks HX3 7DG.

LS Edward W.R. Briggs, killed in action on board P33 off Tripoli in August 1941. He had previously served in HMS Cachalot. His grandson, Glenn Cooke, wishes to know more about him and his vessels. Write to 117 Haslemere Rd, Southsea, Portsmouth PO4 9AN.

Cigarette case mystery. All that can be read of an inscription is HMT Sunk 4.5/17 1130am. Would anyone who can supply the missing detail contact M. Warner, 62 Friars Ave, Walton Stone, Staffordshire ST15 0AH. Tel 01785 814639.

HMS Glorious. MAA John F. Woodcock was killed when Glorious was sunk. His son wishes to obtain any video footage of the action, or of Glorious as depicted in Channel 4's *Sea War* programme screened in July 1987, or in a BBC programme concerning the loss of the aircraft carrier and the destroyers, Ardent and Acasta. Contact D.F. Woodcock, 15 Green Lane, Dalton-in-Furness, Cumbria LA15 8LZ. Tel 01229 462414.

Were you stationed at Flowerdew. Inon Moor at Scarborough or at the D/F stations at Bower in Caithness. Ford End in Essex or Goochhaven in Cornwall? Keith Taylor is writing a book on WW2 activities of the Radio

Security Service and the Service Y groups. Write to 7 Newton Gardens, Paddock Wood, Tonbridge, Kent TN12 6AJ. Tel 01892 836308.

Seeking Ted Newnham of the Fleet Air Arm Portsmouth or Lee-on-Solent in the late '50s. Ted's last ship was HMS Vanguard. Information sought by his brother, Peter, 2a Langstone High St, Langstone, Havant, Hants PO9 1RY. Tel 01705 471459.

HM submarine Seal. R. Caville, 80 Bredenbury Cres, Paulsgrove, Portsmouth PO6 3SL, seeks information about crew member named Williams who may have been in POW camp, and may have died in 1954.

Field Gun competition Earls Court. A print called *End of the First Action or Run Complete* is sought by ex-CPO Bungie Edwards, 34 Gishburn Rd, Barrowford, Nelson, Lancashire BB9 8NG.

Former submariner Drew Johansson, seeks a Naval cap with an HM Submarines tally and wishes to buy two Zippo lighters. Write to him at 24 Springbank Drive, Poleglass Dunmurry, N. Ireland BT17 0ON.

Large paperweight. Can anyone shed any light on the history of the paperweight in the possession of G. Fullbrook, Bramcote Common Lane, Dover, Kent CT17 0PN. It has a brass plate surmounted by an iron nut and bolt, an iron disc and a tapered iron rod. It is inscribed "RN Barracks Shotley, December 1912. 1st Prize Mechanical Training, T. Fullbrook". Mr Fullbrook's father was an MAA (Chatham Division). Mr Fullbrook also has a large model of HMS Cumberland made of matchsticks (collected by defaulters?).

HMS Orpheus and LCF, LCG and LCS crews. Wendy Tebble appealed for information in the January edition. Due to mail delivery problems, would those who have heard nothing please contact her again at Flat 20, Bloomsbury Close, Ealing W5 3SE.

John Robbins. Elsinore, Corrig Ave, Dun Laoghaire, Co Dublin, Ireland, wishes to correspond with former shipmates of his late father, Patrick, who served in the minesweepers BYMS 2204 and BYMS 2008,

when they were in the East Indies Fleet.

David Towers joined the RN around 1978, possibly as a caterer. His school friend Richard Turner seeks him. Contact him at 9 Greenbank Rd, Darlington, Co Durham, DL3 6EJ. Tel 01325 355447.

Stoker Ken J. Cross, RN Patrol Service, served in Australia in HMAS Riversnake. His home was in Staffordshire in 1945. News of him is sought by the daughter of his old shipmate PO Reginald Stacy. Contact Mrs Pamela Harrison at 3 Cora St, Donnybrook, Western Australia 6239.

Shotley Magazine 1938. Mr James O'Dolan, 29 Furze Hill Crescent, Halfway, Isle of Sheppey, Kent ME12 3HJ, would like to borrow or buy a copy.

WEA1 John "Louis" Larmour, ex-HM ships Fishguard, Norfolk, Hermes, Edinburgh, Liverpool and Yarmouth. John died last August. His family seek information on his service career, from 1971. Contact his brother, Mr M.J. Larmour, 49 Jasmin Rd, W. Ewell, Epsom, Surrey KT19 9DY. Tel 0181 397 7575.

A and O RN Commandos. Elba, June 1944: Survivors with knowledge of the team involved in the French invasion of Elba are sought. AB George McGrann was killed during the action and his brother seeks information. Contact Mr J.W. McGrann, 42 Rose Court, Parkfield Ave, Birkenhead, Merseyside L41 4FG. Tel 0151 666 1344.

Hospital ships. Would the person from the Isle of Skye who replied to a request by John Hailey please call him on 0181 656 7167, as Mr Hailey's letter to him has been returned undelivered.

Richard Holme, writing a book on Cairnryan military port, would like to hear from anyone with knowledge of ships broken up there, particularly HM ships Valiant, Eagle, Centaur, Blake, Bulwark and Ark Royal. Write to 57 Culverden Park, Tunbridge Wells, Kent TN4 9QU. Tel 01892 513144.

Spratlings telescope. What was it? David Hoskin, 1 The Close, Cogogs Park, Mylor Bridge, Cornwall TR11 5S2 (tel 01326 376474) would like to know.

Ken Holder (01242 528078) seeks cap

tallies of Braganza and Salsette.

The craft Witch. Welman, Sleeping Beauty and Weirfreighter. Information is sought by Harvey Bennette, helping to produce a book on midge submarines. Contact him at 24 Chilcombe Way, Lower Earley, Berks RG6 3DA. Tel 01734 265903.

Would Billy Rose get in touch with Frank Lee, Ipswich 724722? He didn't send his address.

Swops required for cap tallies and zap stickers by Danny Siggers, 30 Northcote Rd, Gravesend, Kent DA11 7BS.

John Nichols Colborne, Paymaster in Chief RN, a photograph of him taken in Southsea in the 19th century is in the possession of Mr F. Morris, 3 St Margaret's Close, Horstead, Norfolk NR12 7ER (telex 01603 738439) who would be happy to present it to a descendant.

HMCS Loch Achanalt. RN personnel who served in her during WWII are asked to contact The Naval Officers Association of Canada, Winnipeg Branch, 533 Neil Ave, Winnipeg, Manitoba, R2K 1E3, Canada. Lt (N) Joe Clark has compiled a book about the vessel and RN shipmates will be sent a copy. It is hoped they might send in more memories for an addendum.

Bosun H.E. Summers: HMS Glendower 1941-45. A member of the Naval Historical Collectors and Research Association would like to hear from anyone who knew Bosun Summers, who died in 1960. Contact R.J. Taylor, 81 Mountbatten Ave, Sandal, Wakefield WF2 6HE.

Barratt family of Portsmouth. Mrs Elsie Barratt Morris seeks information about family members. Her father and two brothers were all Royal Navy. Her father, George Barratt, also had a brother, Alwin, who had five sons in RN. Write to 47 Floral St, Bath, Maine 04530, USA.

Naval Zippo lighters. Collector Gareth Kendrick Jones, 73 Green Lane, Caldicot, Gwent NP6 4HH (tel 01291 420173) seeks ships' Zippo lighters, and a list of all RN ships.

Daedalus II and III at Bedhampton and Havant. Would any former sailors who served

there contact Robert Hind, 417 Purbrook Way, Bedhampton, Havant, Hants PO9 3SF (01705 614966). Postal costs will be refunded.

Boxing: Mr A. McMillan won his only medal in 1947 and kept it proudly until 1965, when it was stolen. The silver medal had a raised boxer on the front. The back was engraved "Home Fleet Boxing Championships Featherweight (Boys) Winner 1947 O/Sea A. McMillan HMS Anson." Contact him at Pendee, Weeley Rd, Aingers Green, Great Bentley, Essex CO7 8NE. Tel 01206 251773.

French battleship Paris. Information on this vessel, which was alongside in Devonport 1941-42, is sought by Mr C. Field, who trained there. Contact 18A Hawthorn Lane, Keynsham, Bristol BS18 1BY. If any reader can supply a photograph of her, he will reimburse postage.

Capt Herbert Fitzherbert RN. Capt HMS Devonshire 1934-6. Mr Bill Keeble wishes to record in his memoirs the encouragement he received on board HMS Devonshire from his CO. MOD cannot supply him with information on Capt Fitzherbert without written permission from the late officer's next of kin or a relative. Write to Mr Keeble at PO Box 49309, Rossettville, 2130, Republic of South Africa.

Motor yacht Marion. requisitioned in 1940 from the River Hamble and believed to have been employed by Portsmouth Command. The present owner, J.E.A. Rollings, 28 Arnold Rd, Clacton-on-Sea, Essex CO15 1DE, would be interested in any details of wartime service.

"Vixen Attack". Richard Need (0181 641 7761), the maker of an RN training film on Sea Vixen and the Firestreak weapon system, seeks a copy.

AB John Evans DSM. His nephew, Paul Evans, 5 Bradwell St, Sandbach, Cheshire CW11 9AJ, seeks information about the circumstances of AB Evans' award while serving in HMS Concord off Korea in 1952.

Malta convoys. Author David A. Thomas, Cedar Lodge, Church Lane, Sheering, Bishops Cleeve, Shropshire, CM22 7NR (tel 01279 734 259), wants to hear from FAA per-

sonnel on Malta convoys 1940-42.

1772 N.A.S. Author Edward Key, 31 Grandison Rd, Worcester, Park, Surrey KT4 8LU (tel 0181 337 4105) seeks info from members of the squadron in May 1944 to Sept 1945, particularly ground crew.

Ex-Wren Nancy Platt of Northwich, Cheshire. Daughter Alex (01703 346418) seeks friends and colleagues of her late mother for info on her wartime service at Fort Wallington, Fareham, HMS Victory, Fort Southwick and HMS Drake.

HM ships Budlark and Aldion. George Burton, 22 Acadian Gdns, Haddenham, Essex SS7 2RP, seeks info on the carriers in the late 1950s and early 1960s.

HMS Vendetta. Mr Peter Kelly, 32 Myrtle St, Werribee, Victoria, Australia 3030, seeks former crew members, families and anyone with info about the ship for use in a history.

HMS Melbreak. Peter O'Connor, the brother of Lt D.P.O. O'Connor, killed on August 25, 1944, seeks anyone who served with his brother to contact him at 28 Carisbrook Rd, Cambridge CB4 3LR.

HMS Torch 1901-3. Mr M. Reeve seeks info about the crew and ship on which his grandfather, Arthur Reeve of Minister Shippey served as an ERA. Photos also sought at 80 Hookstone Chase, Harrogate, N. Yorks. HG2 7HP.

Derek Crabtree, ex-sailor discharged 1953, formerly of Powis Sq, London, sought by Cllr Maizie Seager, c/o 51 Pier Ave, Herne Bay, Kent CT6 8PG for a school reunion.

Sto J. Burns. HMS Vengeance 1945-46. His brother, D. Burns, 6 Fairhaven, Tower Hill, Kirby, Liverpool L33 1XZ, seeks information as to the circumstances of Sto Burns' death on a railway line in Sydney on Jan. 16, 1946.

Charles Moore, ex-PO, born 1919. His cousin, Alfred Underhill, Maes Ct, Knighton-on-Terne, nr Tenbury Wells, Worcs. WR15 8LY.

HMS Wildfire III. Queensburgh, Lyn

Royal Naval Association

£1 rise in subs after RNA slips into red

ANNUAL subscriptions to the RNA are to rise by £1. Delegates at the Association's Conference agreed to an increase from £5 to £6 after hearing that the organisation was in the red by £18,694.

RNA treasurer, Shipmate Ray Barraclough, said that despite radical cuts in spending the Association was running at a loss and would continue

to do so unless subscriptions were raised.

Last year a proposal to increase subs failed to gain the required two-thirds majority, despite a warning by the treasurer that income was dropping, and an appeal by the President.

This time 196 members voted for a rise, with only 53 against.

Mr Barraclough urged the covenant-

ing of subscriptions to enable the Association to take advantage of tax concessions.

Apart from two motions which were withdrawn, there were 15 on the agenda this year. There was overwhelming approval for the proposal by Harlow branch that the RNA support The Royal British Legion campaign to restore the practice of two minutes

silence at 11 am on Armistice Day.

Cardiff's motion for an RNA appeal to the public was also passed, as was a proposal by Dewsbury, Batley & Birstall to explore the possibility of gaining concessionary charges for RNA members visiting historic warships and Naval museums.

Scunthorpe proposed that standard bearers should be marched off parade

and not left to disperse, while New South Wales called for certificates to be awarded to branches recruiting the most full members in one year. Both were carried.

Also carried was the proposal by Bletchley that urgent motions be accepted for consideration by the General Secretary no later than 48 hours before Conference.

Conference Report . . . by Shipmate Joan Kelly

Sir Desmond stands down as President

ADMIRAL Sir Desmond Cassidi, President of the Royal Naval Association for ten years, is to stand down. At the age of 71, he is the RNA's last leader to have served in World War II.

Admiral Cassidi will be succeeded next month by Vice Admiral Sir Roy Newman, the last Flag Officer Plymouth, who retired earlier this year.

Announcing his departure at the RNA Conference at Portsmouth, Admiral Cassidi spoke of his pride and enjoyment in being the Association's President since 1986. And in his last speech to them he urged delegates to keep up the recruiting drive, to support the National Council, and to keep finances on a sound footing.

He also praised members' work for the less fortunate and thanked headquarters staff and the National Council for their support during his time in office.



Admiral Cassidi - reforming leader.



The new man - Vice Admiral Sir Roy Newman

Crucial influence

Replying, the Chairman of the National Council, Shipmate Ron Tasker, paid tribute to Admiral Cassidi who was given a prolonged standing ovation.

Sir Desmond's reforming influence on the RNA is widely regarded as having been crucial in enabling it to meet the challenges of the 21st century. Using carrot as much as stick, he reorganised the Association's headquarters, streamlined administration, established an investment fund to secure finance, and bonded the organisation closer to the serving Navy.

Those reforms will be maintained and, if necessary, widened by Admiral Newman who was noted during his Naval service for forthright leadership and a great

capacity for hard work.

Admiral Newman, who celebrates his 60th birthday next month, joined the Royal Navy in 1954 and after training at Britannia RN College Dartmouth, served as a junior officer in HM ships Triumph, Delight, in minesweepers in Hong Kong and as a sonar spe-

1998 venue

BRIDLINGTON was chosen to host the 1998 Conference when the branch's emergency motion was preferred to that proposing - and proposed by - Clacton-on-Sea.

Next year's venue is Belfast.

cialist in the trials ship HMS Hardy.

After submarine training in 1966 he served in HMS Otus, Ocelot - and in HMS Warspite during her first commission. He took command of HM submarine Onyx in 1970 and later joined the County-class destroyer HMS London as her executive officer.

He was appointed to command HMS Naiad in 1978, after which he was promoted to Captain. As such he served in the Ministry of Defence HQ, and later as Captain of the submarine base at HMS Dolphin.

Among his flag rank appointments was that of Chief of Staff to the Commander-in-Chief Fleet, a post he held during the Gulf War.



PICTURE PUZZLE

WINNER of the Navy News Mystery Picture competition No. 16 which appeared in our June issue is Mr A. Markes of Tenby, Dyfed.

His entry was drawn at random from replies which identified the photograph of the training ship HMS Caledonia anchored in the Forth in about 1905 shortly before she was sold. Mr Markes also correctly gave her previous names as Impregnable (1810) and Kent (1888). She was renamed Caledonia in 1891.

Mr Markes receives our cash prize of £25. A further prize is offered for a correct solution to this month's puzzle. Tell us:

1. The name of the ship.
2. Where she was photographed.

MYSTERY PICTURE 18

Name.....

Address.....

The ship's name?.....

Where is she anchored?.....

Complete the coupon below and send it to Mystery Picture, Navy News, HMS Nelson, Portsmouth PO1 3HH. Coupons giving correct answers to the questions will go into a prize draw to establish a single winner. Closing date for entries is September 15. More than one entry can be submitted, but photocopies cannot be accepted. Do not include anything else in your envelope: no correspondence can be entered into and no entry returned.

The winner will be announced in our October edition. The competition is not open to Navy News employees or their families.

All rise! - to see Euro 96

EURO 96 made the Conference at Portsmouth one of the swiftest in recent years. As delegates settled down for the debate, they were told that lunch would be abandoned in favour of an early getaway so members could watch the televised match between England and Spain which kicked off at 3pm.

There was a more stately air the following day, when the menfolk were joined by their ladies for an open-air Sunday service conducted by former RNA chaplain, Bishop Ambrose Weekes.

To music by the Royal Marines Band Portsmouth, over 150 standards were paraded led by the national standard. The salute was taken by the President accompanied by the Lord Mayor.

Briefs from the Branches

SHIPMATE Ernie Brick has stood down after ten years as Leicester branch secretary. He has been replaced by Shipmate PO Mick Percival, who is retiring from the Navy after 24 years service.

EX-NAVY and Merchant Navy personnel are invited to the unveiling of a large tapestry in St Nicholas's Church, Pier Head, Liverpool, at 1400 on September 8. The tapestry depicts the pennant numbers of all Flower-class corvettes.

ATHERTON defeated Runcorn in the No.10 Area ukkers final. Shipmates Frank Wilson and Brian Fisher proved too good for Shipmates John Pickering and Brian Williams in the close-fought contest.

AT THE 50th anniversary celebrations of Chatham branch, quest of honour was Shipmate Rick Ashby, National Council

member for No.2 Area and chairman of Deal & Walmer branch. Deal & Walmer's standard bearer, Shipmate Malcolm Jarrett, also attended.

DONATIONS totalling £265 have been made by Market Harborough to Naval charities as a result of fund-raising during the year.

CASTLEFORD celebrated its 70th birthday in style at a social event in the Civic Centre, attended by the Mayor and Mayoress of Wakefield. To mark the occasion an oak bearing an inscribed plaque will be planted in the civic park.

CLUB steward at Camberwell, Shipmate Andrew Kedziora invites anyone to join a sponsored cycle ride he has organised in aid of the local Nautical Training Corps unit, TS Ark Royal. The ride starts from Brighton's Palace Pier at 2pm on August 10, ending at the club at about 8.30 that evening.

Navy 'still vibrant and effective'



We're making our mark abroad - Second Sea Lord.

ALTHOUGH the Royal Navy has taken some painful cuts since the end of the Cold War, it is still a vibrant and effective force, says the Second Sea Lord, Admiral Sir Michael Boyce.

Addressing RNA delegates at Portsmouth, Admiral Boyce said that although our Naval forces may be thinly stretched, they are still making their mark abroad. "If you believe all you read you could be forgiven for thinking the Navy is a dying institution," he said. "Nothing is further from the truth."

"What you don't often read about is the respect the men and women serving in the Navy and Royal Marines today are

winning for Britain. Their professionalism rarely makes headline news as they go about their peace-keeping tasks in all corners of the globe, from the Adriatic to the Far East."

Quality

To operate the sophisticated equipment of today required a physical and mental robustness - and men and women of quality were still needed by the Service, and would still be needed in view of the instability in the world.

The Lord Mayor of Portsmouth, also a guest at the Conference, spoke of the pride he had felt when the city hosted the ceremonies to mark the

50th anniversaries of VE and VJ Days.

Earlier the Conference had opened with a parade of the national standard borne by Shipmate Tony Avery of Brighton & Hove, winner of this year's national standard bearer's competition.

The following recruiting awards were presented at the Conference: Sword of Honour - No.3 Area; The Briggs Dirk - Waterlooville branch, Hampshire; The Briggs Bowl - Bourne branch; and The Tasker Bowl - No.5 Area.

Among the winners of the Grand Raffle was Shipmate Kay Warrington, who was standing down after many years on the National Council.

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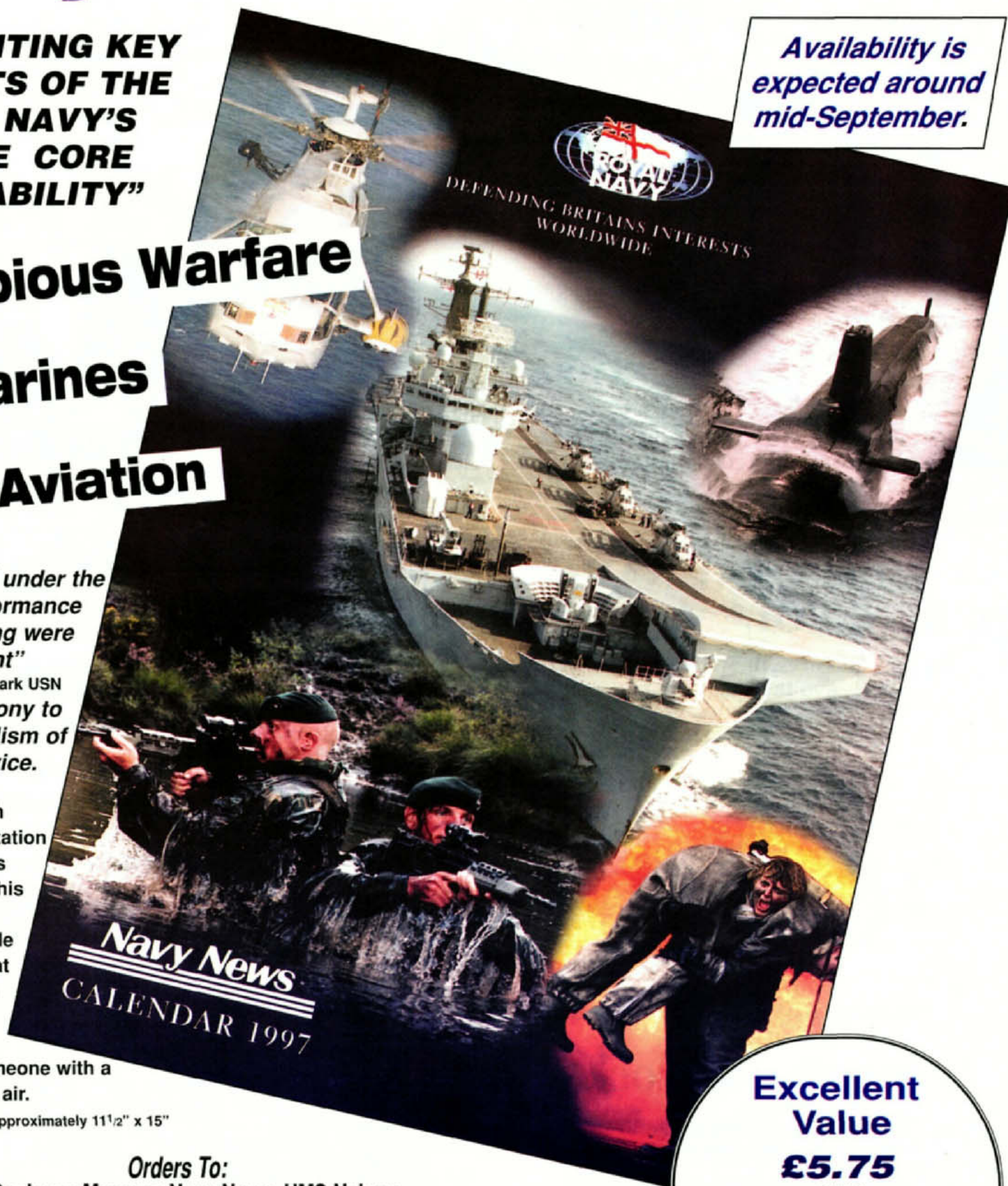
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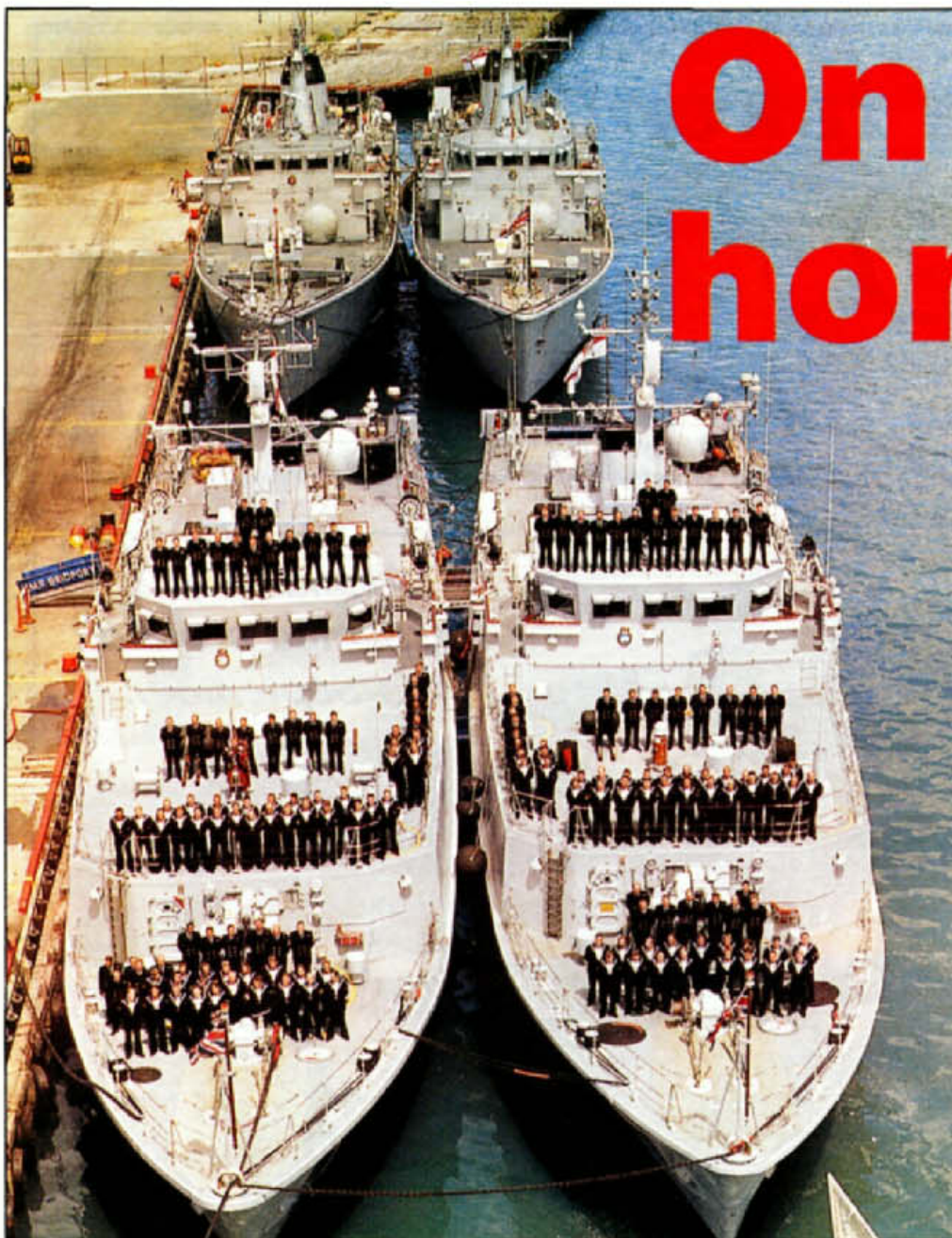


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● Ships companies from HMS Chiddingfold, Berkeley, Bridport and Cromer with MCM1 Squadron staff and Forward Support Unit personnel embarked in MV Italica pose for a photograph at St John's, Newfoundland.

On call force home again

BACK HOME last month from the first deployment to the eastern seaboard by RN mine countermeasures vessels for ten years were HMS Berkeley, Chiddingfold, Bridport and Cromer.

As part of the on call force, the ships took part in Exercise Purple Star – the largest UK/US joint exercise since World War II – and Exercise Marcot 96, a joint UK/Canadian mine countermeasures amphibious exercise.

They also conducted two highly successful Defence Industry Days in Washington DC and Halifax, Nova Scotia, promoting British defence manufacturers to American and Canadian interests.

They steamed over 10,000 miles and visited nine ports during the deployment, taking part in celebrations in Boston and St John's, Newfoundland and encountering record high temperatures in Washington and icebergs and dense fog off the Grand Banks.

Clyde based HMS Bridport and Cromer are the first Sandown class single role minehunters to have made an Atlantic crossing, broken by visits to Ponta Delgada in the Azores and Bermuda. They were away for five months.

Executive Officer of HMS Cromer Lt Nigel Hill had a reunion with an old friend at Halifax – Lt Rick Rankin, now an engineer submariner in the

RCN. They both met in 1972 when they both passed out of HMS Caledonia as Artificers.

Rear Admiral John Tolhurst, Flag Officer Scotland, Northern England and Northern Ireland and Commodore Eric Thompson, Director Naval Base Clyde, joined the two ships at the entrance to the

Gareloch for the final leg home to Faslane where families and friends waited on the jetty.

Meanwhile at Portsmouth HMS Chiddingfold prepared to resume fishery protection duties while HMS Berkeley was due to sail once again for foreign waters for an exercise off Scandinavia.



● LCK Steve Hinley is reunited with his wife Terri and children Jake (2) and Jamie (5) on his return to Faslane in HMS Bridport after a five month deployment to North America.

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UNIVERSITY OF GUNNERY

Spotlight on the campus at HMS Cambridge

NAVAL gunnery training started in the West Country 140 years ago this month – and HMS Cambridge is now celebrating the 40th anniversary of its move to its present site at Wembury, near Plymouth.

Originally, the fourth HMS Cambridge was commissioned as the Gunnery Training Ship and moored in Plymouth Sound. Her berth was later shifted to the Hamoaze, next to Trevol where the rifle range was built.

In 1869 the fifth Cambridge (launched as the Windsor Castle but laid down as Victoria) took on the role.

Then, in 1909, training moved ashore to HM Gunnery School, Devonport, then part of the barracks, HMS Drake.

The old Cambridge was broken up at Falmouth – but her figurehead (of a young Queen Victoria) remains on the parade ground at Wembury.

During World War I there was another HMS Cambridge – the requisitioned paddle steamer Cambria and in 1939 a gunnery range was opened at Wembury, just to the east of Plymouth Sound.

Air defences

This was mainly for Army use at first and was part of the city's air defences, but the Navy moved in in the autumn of 1940 and became the main user after the war.

Exactly 100 years after the fourth HMS Cambridge was commissioned, the Devonport Gunnery School moved there.

HMS Cambridge is part of the new Naval Recruiting and Training Agency and provides live gunnery and military training for the RN, the Royal Fleet Auxiliary and friendly foreign navies.

The clifftop site covers 155 acres including two sites of Special Scientific Interest and two bird colonies.

One of these is on the Mewstone Rock and the other on the shoreline which is one



of the UK's main breeding sites for the Cirl Bunting, an endangered species. They seem to thrive here – despite the noise! – probably because very few people have access to their breeding areas.

There are actually four schools on the site – Medium Range Gunnery, Close Range, Naval Military Training and

Board and Search.

Both the gunnery schools make full use of the permanently active danger areas off Wembury to fire their guns out to sea. Safety is provided at all times by two radars (in different frequency bands to minimise the risk of missing a tiny contact in the clutter).

Also, the area where the rounds fall is cleared visually. For the medium range weapons this is usually about seven nautical miles offshore. When visibility is low the target towing vessel's Master gives the all clear.

The Medium Range school is based around two 4.5 inch Mk 8 turrets and their associated fire control systems – GSA8 (as in the Batch 3 Type 22 and Type 23 frigates) and the Basic Fire Control Trainer, based loosely on the GSA4 and now used for generic training.

Live training

The Close Range School has a mix of all the manually aimed and fired 20mm and 30mm weapons found in HM ships and RFAs. Gunnery training usually starts in the classroom, from where the students progress to a simulator. The final stage, before going to sea, is live firing training.

The Royal Navy believes that a period of live training, with its associated high stress levels, is essential if operators are to join their ships ready in all respects to use their guns if required.

The Naval Military Training School trains naval personnel in the skills needed to be able to use small arms safely and effectively. Under the 1988 Firearms Act every person who handles an automatic or semi-

automatic weapon must pass an annual firing test and a two-monthly competence check.

HMS Cambridge trains all those who will use the weapons, their supervisors and those who conduct the Navy-wide continuation training. Apart from the classrooms, the main means of teaching these military skills are a state-of-the-art computerised indoor small arms range simulator, called the Small Arms Trainer, and two outdoor firing ranges.

In an area known for its wet weather, the SAT provides a very useful way of introducing people to handling and firing the weapons and coaching them to improve their skills. This is done in a warm, dry environment where the students are much more receptive – after which the legally required annual test (now the Naval Annual Personal Weapons Test) can be fired in all weathers.

Board and Search Training is given to all ships deployed outside UK waters. These must be able to take part in everything from UN embargoes to anti-drug operations – and again, apart from classroom training there is a strong practical aspect that includes practising fast roping techniques from 40 ft up and searching merchant vessel-type compartments.

Confidence

All this means that HMS Cambridge is a busy place, with over 5,000 students passing through each year.

After a period when the future of live training has been closely examined, its future is now secure – and it can look forward to its 50th birthday with confidence.



● Left: "Come into my web, said the spider to the fly . . ." Getting the feel of a 20mm Oerlikon used for close range air defence on RN and RFA ships.

● Above: Fast roping techniques for boarding parties are also taught at the Royal Navy's Gunnery School.

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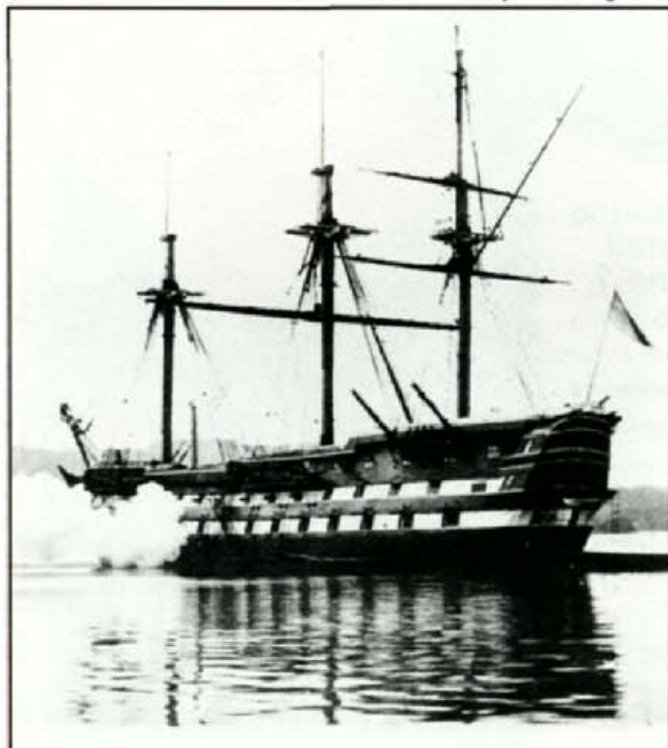
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● The fourth HMS Cambridge, photographed in Plymouth Sound in 1857 shortly after her commissioning as Gunnery Training Ship. The picture was taken by Scotland's first photographer, George Washington Wilson, later Photographer Royal, from the flagship HMS Revenge. A salvo went off accidentally, owing to a mistaken signal – and Wilson got such a fright that he dropped a bottle of silver nitrate on the deck which left an indelible black stain . . .



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LOVABLE FRIENDLY divorced nurse seeks cute fun loving penpal. **BOX AUG 7.**
SINGLE MUM 32 midwife seeks officer penpal 30-35, photo please. **BOX AUG 8.**
SIXTEEN YEAR OLD girl seeks young male penpal. **BOX AUG 9.**
SUE, 35 would like sailors to write to aged 30-35. **BOX AUG 10.**
HI I'M KIM, 18, brunette. Seeks any sailor, officer or Royal Marine aged 18-30. **BOX AUG 11.**
LADY 30 ATTRACTIVE divorced mum seeks intelligent, genuine male penfriend. **BOX AUG 12.**
DIVORCED 39YR old lady, GSOH, university student, friendly personality. Write soon! **BOX AUG 13.**
CARING SINGLE female 28, seeks single fun loving serviceman. Photo? **BOX AUG 14.**
DIVORCED LADY 34, would like penpals of similar age P.A. **BOX AUG 15.**
JULIE 30, Portsmouth needs some TLC. Can anyone help? **BOX AUG 16.**
LONELY, all at sea. Female, 27 seeks male penfriends. ALA. **BOX AUG 17.**
SINGLE FEMALE seeks some fun, write to me now! **BOX AUG 18.**
PEARL SINGLE, 40 going on 25 requires rampant letter writer. **BOX AUG 19.**
WITTY FUN loving female 33, enjoys football, films, rock music. **BOX AUG 20.**
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TWO JANES seek two Tarzans for a swinging time. **BOX AUG 32.**
ATTENTION MATURE sailors aged 38+ for Carrie 40, from Bristol. (If you wrote in June, please write again). **BOX J45.**
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SUE 41, attractive plump, divorced, no kids. Seeks honest man to write to GSOH 30+ only please. **BOX AUG 39.**
SINGLE WOMAN, 39, 5'4" GSOH, seeks Navy Officer for correspondence. **BOX AUG 40.**

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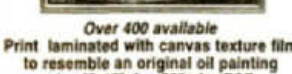
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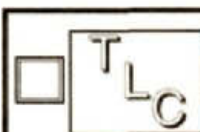
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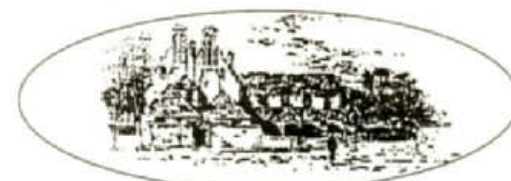
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Grants for trainee cab drivers

SERVICE leavers who want to join the ranks of the London cabbies may now take up grant-aided training offered by The Royal British Legion.

The grant enables leavers to undertake nine months' training, help being given with fuel costs. During the period the trainees are expected to qualify for the Government-funded taxi driver Training for Work course.

Qualified trainees receive £10 a week on top of benefit or allowance for the 50 weeks that the course lasts.

Training is conducted for The RBL by Knowledge Point School, part of Taxi Trade Promotions Ltd.

For further information contact the school on 0171 700 5683, or The RBL Resettlement Support Officer, Simon Cracknell on 0171 973 7294.

Facts via the fax

FAXED resettlement information is now available to RN leavers thanks to a new service introduced by Cdr Clive Lewis of the Portsmouth Resettlement Centre at HMS Nelson.

Developed by Maxim Business Communications, the system gives serving and ex-Service people who have access to a fax machine, job and course information.

To access the 24-hour service, dial using the handset and press "start". If the machine does not have a handset, callers select "hands free" or poll/receive mode.

The numbers are 0374 507209 for job vacancies, and 0336 421701 for course info. The calls are charged at 39p a minute cheap rate, and 49p at other times.

Going Outside

Quarter of leavers are 'under-employed'

ALTHOUGH 92 per cent of ex-military personnel find work within six months of leaving the Services, a recent survey has shown that more than a quarter of them are "under-employed" receiving salaries which are far below those which they could and should be commanding.

The Post Services Employment survey obtained evidence that 26 per cent of the leavers are failing to use their superior skills. "The problem seems to be one of awareness and understanding

of the job market," said Major Steven Windmill, strategic planning and research manager of Thames Valley Enterprise, one of the foremost Training and Enterprise Councils.

"In the South East there are known to be nearly 9,000 openings for suitable ex-Service personnel with salaries up to £150,000," he said.

TECs can offer Service leavers up to six months' training in over 300 commercial areas, leading to National Vocational Qualifications. And of the personnel who enter Training for Work

programmes, 90 per cent receive paid employment by the end of their course, the TVE alone receiving notification of 36,000 vacancies each month.

One of those who found work this way is former CPO Rodney Edwards. When he left the Navy after nine years' service he found a good job as principal trials manager with British Aerospace.

Eventually he set up on his own as a computer programme consultant, and for four years tried to obtain a patent for a new computer accessory he had invented. He concentrated too much on

fighting for a patent and this, together with the business liquidation of one of his major clients, resulted in him becoming unemployed.

Aged 55 and feeling "right at the bottom of the heap", he discovered that as he had been unemployed for at least six months, he was eligible for the Thames Valley Executive Action course, during which he got his career back on track.

TECs can be contacted through local Yellow Pages. The TVE can be contacted on Freephone 0800 775566.

Service people could ease teacher crunch

A CAMPAIGN has been launched to enlist Service leavers as teachers in a scheme aimed at easing the estimated 10,000 shortfall in new schoolteachers over the next five years.

"Target Teaching - A Force for Quality" is offering a package of training to those Service people whose skills and knowledge would be valued in Britain's classrooms.

"There has never been a better time to get into teaching," said the Chief Executive of the Teacher

Training Agency, Anthea Millett. The agency is working with the Ministry of Defence, Brunel University and educational consultants to enable Service leavers to follow a development programme over a two-year resettlement period.

Over the next five years, to keep pace with the increasing numbers

of school-age children and the large number of serving teachers now approaching retirement, the TTA needs to train 50 per cent more secondary teachers and 34 per cent more primary teachers - about 10,000 more new teachers than are at present in training.

"We are looking for high quality teachers for the 21st century," said Anthea Millett. "The TTA is keen to promote all routes into the profession, making access easier for particular groups such as those leaving the Royal Navy, Army and RAF."

The first phase of the scheme is for entry into secondary teaching, and it is hoped later to develop a structure for entry into primary education.

Attachment

Information about Target Teaching is available at career briefings and Resettlement Centres. The scheme includes a distance learning package with Brunel University, a two-week secondary school attachment, a support service incorporating mentor and placement assistance, and help with accreditation of prior learning.

The project is expected to run for two years and will be reviewed in January 1998.

For further information contact: Christina Campbell at Brunel University (0181 891 8278, Monday to Thursday), Michelle Cornwall (0181 891 0121 ext 2045, Fridays), or E mail christina.campbell@brunel.ac.uk.

For more information about teaching in general, contact the TTA on 01245 454 454.

Legion college got Harry on his bike . . .



Ex-PO Harry Chapman, outdoor management trainer in the Brecon Beacons - just one of his three businesses.

WHEN PO Harry Chapman left the Royal Navy last year, he completed a two-week business course at The Royal British Legion Training College at Tidworth. Now he and his wife are running no fewer than three successful businesses in one of the most beautiful and rugged parts of Britain.

"The course and the help that I got from my tutor was superb," said Harry, who also took advantage of an interest-free loan from The RBL.

The first venture the Chapmans got off the ground was a Mountain Bike Centre in Brecon, South Wales. Next came an outdoor management training concern, and finally a property management business.

Whether, like Harry, ex-Service people aim to become self-employed, or to seek a career as employees, the college helps to give them a clear idea of what they need. It has introduced a career development consultancy designed to help serving personnel to gain National Vocational Qualifications.

The college, one of the newest purpose-built training establishments in the country, is also gaining an outstanding reputation for its full range of information technology courses taught in an environment bristling with the latest computers and software.

Experts

The tutorial staff, all experts in their field, deal with the full range of abilities from computing for the terrified, to showing students how to build their own.

There is also an excellent range of other courses on offer, including management, finance and accounts, health and safety, and business start-up.

"Service personnel are always welcome to visit us here," said Services Liaison Officer at Tidworth, Mike Parkes.

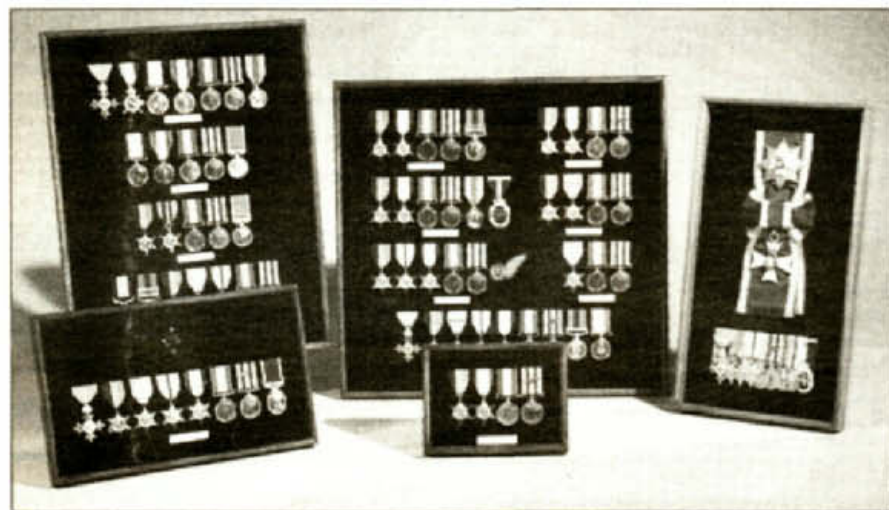
"Far too many people make the mistake of simply choosing a resettlement course from a book. Whenever possible, I really would advise that potential students visit training providers, look at both the classroom environment and the overnight accommodation, and talk to the tutors and students."

For more information about the college, call Mike or Irene McCall on Tidworth Military 2331 or 01980 844220.

Although Tidworth is a place normally associated with the Army, The RBL's Training College there welcomes Service and ex-Service people of all hues.



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SEPTEMBER

473 and 490 Squad RM. "Gregory's Greyhounds" from these squads are to meet their instructor at the reunion organised by Terry Easingwood at Deal in September. Details from Fred Waters, 29 Stanley Gdns, Herne Bay CT6 5SQ, or Alan Todd, Fouraze, 4 Hind St, Ottery-St-Mary EX11 1BW.

HMS Whimbrel U29 1943-46 An association is being formed. Two officers and 23 ratings now in touch and a reunion is planned for September 6-9 at Warner Holiday Village, Sinah Warren. The ship, which served with Capt Walker's 2nd escort group, Russian Convoys, D-Day, Pacific Fleet and Java, is still in service with the Egyptian navy. Write to G.A. Fancett, 30 Parkfield Cres, Feltham, Middlesex TW13 7LA.

313 Kings Squad RM 1938-39 A reunion together with other squads will be held at Deal September 6-8 to say farewell to the old depot. Sixteen members still to be traced. For details contact SG Cooke, 3 The Florins, Waterlooville, Hants PO7 5RJ. Tel 01705 263441.

HMS Cotton K510 The final reunion will be held at the Conservative Club, Bath Street, Southport, September 6-8. All members of the same group (18th-19th) last Russian convoy, Goodall, Anguilla, Cynnet, Loch Shin and others welcome. Details from Len Haydock, Yew Tree Cottage, 94 Grimshaw Lane, Ormskirk, Lancashire L39 1PE. Tel 01695 577944.

HMS Diana D126 (all commissions). Another great get-together arranged for September in Birmingham. Interested in meeting old messmates? Join the Diana Association now. Contact M. Lyons 0151 284 0313.

HMS Concord Association will stage its second reunion at Whitby September 6-8. Details from Peter Lee-Hale, tel 0181 894 3222; fax 0181 898 4270.

Isle of Sheppey Patrol Minesweepers The town of Queensborough is unveiling a plaque on Sunday September 8 to commemorate the Patrol Minesweeping Base which operated there during WWII. All ex-Navy personnel and standards welcome to join the parade which musters at 1330. Please contact Mr John Dunn of the RNPFA at 51 St Peter's House, Queen's Row, London SE17 2PU. Tel 01502 586250 (museum) or 01502 564344 (home) if you wish to take part.

HMS Tatar 1939-45 A reunion is being held at Evesham on Sunday September 8. Details from Ted Brown, 28 South View Ave, Swindon, Wiltshire SN3 1EA. Tel 01793 535275.

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Please send me details and a membership application form:

At Your Service

Calling old shipmates

LtSg Donald Eaton, HMS Curacao casualty. Would his brother please contact A Martin, 2 Smythe Rd, Swindon village, Cheltenham, Gloucester GL51 9QU. Tel 01242 527393 who was with him and has detailed knowledge of the tragedy.

HMS Cossack LO3 and D57. The HMS Cossack Association seeks new members. Contact Mr George Toomey, 184 Bebbington Road, Rock Ferry, Birkenhead, Wirral L42 4QE. Tel 0151 645 3761.

Telegraphist EW Pearson, on board the flower class corvette HMS Campanula on D-Day. If you remember him from his Navy days, please contact his eldest daughter Tina Rodgers at 18 Beechwood Close, Chancellors Ford, Eastleigh, Hampshire SO53 5PB, for details of a surprise party on his golden wedding anniversary on December 7.

HMS Bigbury Bay. Ex-Stoker Norman Foster would like to hear from shipmates re possible reunion. Reply to 43 Alfred Rd, Stubbington, Fareham, Hants PO14 2QZ.

HMS Heider Former base staff and landing craft flotilla personnel who trained there are asked to contact Bob Ruegg, at Rose Cottage, Campbell Rd, Walmer, Deal, CT14 7EF (01304 364792). He is recording activities between April 1942 and September 1944.

HMS Sheba, Aden. Still looking for WW2 Navy veterans to join others at first reunion, scheduled for September 6-9 at Hayling Island, near Portsmouth. All ranks and WRNS welcome. Contact ex-LtSg Gordon Pinfield, 7 Fairways, Medonsley Rd, Consett, Co Durham DH8 5NT. Tel 01207 503617.

HM Submarines Ex and current submariners living in and around Shropshire are advised that a branch of the Submarine Old Comrades Association meets on the third Tuesday of each month in the Oddfellows Arms, High St, Wellington, Telford. Why not drop in? Or contact Les Thorpe, 22 Heywood-Lesdale Court, Giblest St, Wellington, Telford, Shropshire TF1 1SL. Tel 01952 248520.

Over to you

HMS Fearless L10. Model maker Robin Sykes, who is constructing a radio-controlled scale model of the vessel, six feet long, is working from a set of plans of the ship as filed out in 1972. He wishes to find photographs of her from various angles showing the superstructure fittings and rear decks. He can be contacted at 69 Whitworth Rd, Gosport, Hants PO12 3NJ. Tel 01705 502804.

HMS Wallace: West Lothian Branch of the RNA is gathering information about this ship, which was adopted by the former county of Linlithgowshire during a Savings Week campaign in May 1942, and about her war service and ship's company. Please contact SM Gordon Clarke, 40 Giblest Ave, Uphall, West Lothian, Scotland EH52 6EX.

HMS Raven Capt B. Harris and the letters VR appear with a picture of a fully-rigged sailing ship on the front of a sea chest bought in an antiques shop. Ex-Chatham rating Mr F.J. Colters, whose friend bought the chest, is puzzled by the ship flying the Red Ensign. Explanations please to 3 Cornflower Rd, Jaywick Sands, Clacton on Sea, Essex CO15 2RZ. Tel 01255 435898.

Stories, anecdotes etc hitherto relatively unknown concerning destroyers and destroyer escorts of World War II are sought by: P. Les Smith, Site 12, Comp 11, Kaledon, British Columbia V0H 1K0 Canada, for a book. Material, plus pictures if possible, will be returned, together with a precis of what's in the book on completion.

HMS Figsard: Michael Jessop, 73 Burton Rd, Eastbourne BN21 2RF (tel 01323 649869) wants information about his grandfather, Theophilus (Tom) Jasper Scott, who served in HMS Figsard in Portsmouth in 1902. He would like to hear from anyone with any knowledge of his grandfather or the ship, or suggestions of how to trace further.

HMS Ludlow (ex USS Stockton): Mr J. Wilson would like to know more about this Lend Lease destroyer which ended her days on an RAF firing range two miles from North Berwick towards the end of the Second World War. Local information has it she failed to survive the initial rocket fired at her and sank. Mr Wilson of 9 Clifford Rd, North Berwick, East Lothian EH39 4PW, hopes to hear from men who served in her about her RN career. Records will be lodged in the local library. He also wishes to pass on his best wishes to his old mates of 211 class HMS Scotia 1946/7 and Signalmen's Mess 18, HMS Superb 1947/8.

Wireless operation rooms of WW1 and WW2 fighting vessels. Information about the layout and equipment available (transmitters, aerials, Morse keys etc) is sought by radio amateur P.F. Morrall, 22 Chudleigh Rd, Erdington, Birmingham B23 6HB (0121 382 8494), who intends to reconstruct a wireless operations room as it would have been under battle conditions. Drawings of layouts and if possible photographs would be particularly helpful.

Stoker 1st Class C. Pearce, killed in action on board LST HMS Andrew December 31, 1943, when the ship struck a mine in the Mediterranean and posthumously awarded 1939-45 Star, Atlantic Star and 1939-45 War Medal. His brother, Mr K.P. Pearce of 10 Firrhill, Walk-up-on-Deane, Rotherham S63 7TR, wishes to confirm that information. He wants to learn more about the war service of his brother's ship; if the vessel was involved in the landings in North Africa and Italy? Mr Pearce believes his brother's closest pals in the Service were Stoker Frank Ryder from Romiley, Cheshire, and PO Alex Littlejohn, of Leith.

HMS Ilex: Shipmate R. Row, chairman of the Christchurch branch of the Royal Naval Association, has been given what is believed to be the Battle Ensign of the I-class destroyer launched in 1937. Any former members of her ship's company who would like the ensign should telephone Mr Rowe on 01202 482907.

Lt (?) Eric Cowan Thorman, served in HMS Carlisle on the China Station c.1924, where he was a member of the "Marathon Team" and the rifle and revolver teams. He later served in HMS Spencer and his decorations were 1914-18 War medals, 1939-45 Star, Atlantic Star, Africa Star and Burma Star. His niece, Mrs Bill Green, 61 Main

HMS Sphene (F249) D.J. Baker, 16 Garden Close, Oadby, Leicester LE2 5PD, would like to hear from anyone who served in the Sphene or has a photograph of her. Before being requisitioned by the RN in 1939 Sphene bore the names Avenstunne and Mendip.

HMS Tenby - WW2 minesweeper and A/S frigate 1955-73. Old shipmates - in particular Johnny Johnson, a stoker in 1945 - sought for the HMS Tenby Association and to attend a reunion in May 1997. Contact Phil Rowe on 0161 747 7325.

Lt Anthony Parsons RNVR The Group Asdic Officer in HMS Lark for four Russian Convoys (October 44 - February 45) is sought by shipmates. Nothing known at his wartime address of Ropers, Hillside Rd, Hastings. Anyone with knowledge of him is asked to contact W.A. Goodworth, 14 St Barnabas Rd, Emmer Green, Reading, Berks RG4 8RA. Tel 01734 471075. Other shipmates from the Lark and from HMS Woodpecker are also asked to make contact.

Anson Class Writers, HMS Royal Arthur July 16 1946. Paddy Poland, Stan Gilbert, Tony Gambrell, Neil Cunningham, Sam Stevens, Norman Lees, Ossie Padwick, Paddy Morrison and Ron Tiley please contact Cliff Hayes on 01225 862444.

429 Kings Squad Royal Marines Readers and secretaries of RN/RM Association and Royal British Legion branches are invited to ask themselves if they know any spritely 69/70-year-old ex-Royals by the names of Isaacs, Davies, Webb, Vickers, Fox, Weston, Borrowman, Wright, Barnard, Travis, Anderson, Stephenson, D. Clarke, Green, Broad or Mills. Derek Burnham, organiser of a reunion to take place in Blackpool in May, would like to hear from you on 01945 700 703.

HMS Widemouth Bay Old shipmates sought for a possible reunion. Fourteen found so far. Please contact Bob (Topsy) Turner, 17 Mill Way, East Grinstead, West Sussex RH19 4DD. Tel 01342 323801.

Rd. Broughton, Near Chester CH4 0PE, would be grateful for any further information.

HMS Menesthus - what is so special about her? The question stumped four ex-matelets taking part in a quiz and everyone else as well. The answer given was that she was converted into a floating military brewery in 1945. All sounds a bit unlikely, but if you know better please contact Mr K. Murray, 65 Brian Ave, Cleethorpes, Humberside DN35 9DB. Navy News would be interested, too.

Royal Singapore Yacht Club - now Republic of Singapore Yacht Club - if you have memories and/or photographs of this club, the club for British Forces personnel stationed in Singapore mid 1950s to 1960s, the Commodore Tan Kay Toh would be delighted to receive them. The club is currently researching its history and expanding its collection of memorabilia. The address is Republic of Singapore Yacht Club, 249 Jln Buroh Singapore 609832. Tel 265 0931. Fax 265 3957.

Merchant Seaman Harold Levi Hogg, of Leicester, an engineer lost at sea when his ship was torpedoed in 1942 or 43. Information is being sought by Chief Boatswain's Mate T.R. Cavanaugh, of the United States Coast Guard on behalf of Mr Hogg's son, Alan, a Coast Guard Auxiliary, who has little more than a photograph of his father. Any information about Mr Hogg and the ship he served in would be gratefully received. Write to Chief Cavanaugh, Officer in Charge, US Coast Guard Multi Mission Station, PO Box 360, Yankeetown, Florida 32968. Tel 904 447-6900.

Operation Overlord/Neptune: Info sought on buoys, cables and survey ships, cable vessels, coasters and short sea cargo ships, dredgers, HO assault ships, hospital ships, landing craft and ships, liberty transport (British) commodity MOWT ships, PLUTO ships, pumping vessels, tankers, tugs and yachts. Ex-Signalman David G. Files, "Myfanwy", 171 Raddelwood Dve, Moreton Hall, Bury St Edmunds, Suffolk IP32 7DH (01284 760066) is compiling a book on D-Day ships and men.

Portland Harbour 1948. Mr Steve Stevens, then a young seaman serving at HMS Osprey in MTB 5013, wonders if others recall a terrible night-time storm during which a liberty boat bringing youngsters back to one of the ships of the Training Squadron from shore leave capsized. Many young lives were lost. Some verses were written to commemorate the tragedy and were distributed around the ships. Steve would like to see them again. Write to 22 Scott Rd, Tilgate, Crawley, West Sussex RH10 5DD.

HMS Indomitable: Ex Chief ERA in HMS Indomitable 1940-1944, B.G. Rees received from the Engineer Commander in 1941 for safekeeping a shovel reputedly used by King George VI during his training in the boiler rooms of the previous Indomitable c.1903-04, when he was a midshipman. Mr Rees had the shovel mounted on the bulkhead in the passage to the boiler room airlocks with a brass plate explaining its history. It was there when he left the ship in '44, but where is it now? Please contact him at 17 Nicholas Rd, Blackfield, Southampton SO45 1YS if you know the shovel's whereabouts.

Stoker 1st Class William Banfield RN K/3222, a member of the ship's company of HMS Princess Royal, died January 31, 1919. His grave lies in Henfield cemetery. Henfield Parish Council has been working hard to trace the histories of its war dead and encourage local children to observe Remembrance Day. The council hopes by next November to know more about William Banfield and his ship, giving the children more to go on than the name on the headstone. Any information to the clerk, Mr Denis Quinnton, the Village Hall, Henfield, West Sussex BN5 9DB. Tel 01273 492507 Tuesday - Saturday 10a.m. to noon. Fax 01273 494898.

Malta's Maritime Museum, opened 1992 and housed in the old Naval Bakery on Dockyard Creek, seeks photographs, souvenirs, mementoes of any period to exhibit in the newly opened Royal Navy section, which highlights the Malta/RN connection. Please contact Moira Bishop on 01243 776584.

HMS Vigo: Mr Bill Muirhead, 33 Foxhall Rd, Timperley, Cheshire WA15 6RW (tel. 0161 941 7095), is compiling a book on ships of the name. The work will be particularly aimed at those who served in HMS Vigo 1949-52, two commissions spent with the 3rd Destroyer Squadron Mediterranean Fleet. He wishes to obtain a line drawing of D231, a copy of the ship's badge (a rock surrounded by gold laurel leaves on a blue background), photographs, including postcards, line drawings of 4th rate 48 guns 1695, 3rd rate 74 guns 1796 and 3rd rate 74 guns 1810, plus ship's musters of commissioning 1949 and de-commissioning 1952.

St Vincent, Anson 440 Class 1961 Anyone interested in a reunion during October is asked to contact Mike Valler on 01243 786757 (eve) or 01705 675228 (day).

HMS Hurworth AB Murry Pietermaritzburg SA January 1943, Ismailia Rest Camp October 1943. Please write to A. Rae Bailey, 17 Cranleigh Gardens, Grange Park, London N21 1DR.

HMS Whitesand Bay 1952/53 LEM Tom King, LCK Owen Kennedy, E M1 Doug Worboys and other shipmates are asked to contact Geoff Nightingale, 268 Galley Hill, Gadebridge, Hemel Hempstead, Herts HP1 3LD. Tel 01442 63405.

HMS Mounts Bay, Far East 1958-60 AB Sid Siddons would like to hear from ABA Meadows, Chinnock, Froggall and Mick May, plus other shipmates from the Mounts Bay's last commission. Contact Sid at 27 Oaklands Ave, Littleover, Derby DE23 7QG. Tel 01332 769427.

HMS Loch Vealite Calling all crew members 1946 to 1965. How about a reunion? Contact Phil Brown, ex Jack Dusty (1947), Quinton Park Rd, Barnham, West Sussex PO22 0AQ. Tel 01243 551399.

HMS St George / Ganges 45/46 279 V/W. A second reunion is being arranged but still looking for 12 members, mainly V lads: Adams, Cargill, Dugdale, Hannis, Izzard, Morgan, Pilkington, Gregory, Williams, Webb, Wilson and Woodrow. Phone Harry Smith on 01469 560026 or 01652 652620.

HMS Phoebe Malta 1946 Tom Robinson would like to make contact with Don and Reg. You'll know it's you - all three had their left arms tattooed with an anchor and "Don, Reg and Tom Malta 1946". Contact Tom at 41 Wigan Cres, Bedhampton, Havant, Hants PO9 3PN. Tel 01705 482723.

SM Brian Quinn SM Ted Owen, 14 Falcon Mead, Langford Village, Bicester, Oxon OX6 0YU (01869 324511), would like to contact Brian, who was best man at his wedding to Betty at St Paul's Cathedral, Valletta in December 1953. They were shipmates in HMS Striker at the time.

about the association or the reunion should be addressed to Mr Peter Hillman, 15 East Mead, Pagham, Bognor Regis, West Sussex PO21 4QT.

Polish submarine Jastrzab. Anyone who knew Lt Telegraphist Martin Dowd, who was killed on May 2, 1942 by "friendly fire" when the submarine was sunk by HMS Seagull and the Norwegian destroyer St Albans, is asked to contact his son, Mr Martin Tapsett (formerly Dowd) at 89 Welbeck Ave, Aylesbury, Bucks HP21 9BL. Tel 01296 81968.

Ninth Duke of Newcastle Wing Cdr H.E.H. Pelham-Clinton-Hope OBE. The Service career of the late duke is being researched by Mr Peter Brackenbury, Church View Farm, Elkesley, Nr Retford, Notts DN22 8AJ (01777 838210). The Duke served on fighter direction tenders 216 and 217, converted LSTs, during the D-Day landings. 216 was sunk. The Duke escaped but five airmen lost their lives. Mr Brackenbury hopes to locate photographs of the tenders.

HM submarine Stratagem, sunk November 22, 1944. Anyone who knew AB Arthur L. Westwood (PJX 220335), a hostilities only rating who survived the Stratagem but died a few weeks later in captivity in Singapore, is asked to contact his nephew, Mike Mills, at 109 Fane Rd, Paston, Peterborough PE4 6ER.

Harping on about 815: We are now looking after the Squadron harp. We would like to know any history or anecdotes concerning it, particularly how it came into the Squadron's possession in the first place! Please contact Nicola Westwood, Fleet Air Arm Museum, RNAS Yeovilton, Somerset BA22 8HT. Tel 01935 840565. Fax 01935 840181.

HMS Kelly: ERA William Kelsey was killed in action when HMS Kelly was sunk at the Battle of Crete in 1941. His son, only nine months old at the time, has at last obtained a photograph of the ship's company, taken two days before the Kelly was lost. Unfortunately he is unable to identify his father as he has no other photos of him. Can any reader help? Please contact Mr D.J. Kelsey, 107 Cliptone Rd West, Forest Town, Mansfield, Notts NG19 0BT.

Tom Merry, HMS Queen Mary, Jutland 1916 Has anyone heard the story of Tom Merry? He is reputed to have been the organist on the Queen Mary and the story goes that the organ was heard playing as she went down. He did not survive. Contact Mr Bill Merry, 8 Scapott Lane, Leicester LE5 1HU. Tel 0116 276 8696.

1st Submarine Flotilla, Malta 1929 News bulletins issued to the flotilla on January 19 and February 16 of 1929 are in the possession of Mr Brian Johnston, of Rose Cottage, The Towpath, Walton on Thames, Surrey KT12 2JB. Does anyone know if there are any other copies still in existence? Mr Johnston would be pleased to hear from anyone on this, or any other sub matter.

● **More Over To You entries** can be found on page 24 of this issue.

PO TAG Charles (Chuck) Ellis, FAA, who served 1941-45 in Swordfish on board HMS Anson and MV Anconyl, and at Daedalus, Maydown and Worthydown, died in 1948. His brother, Joe, an ex-WWII AB, wonders if any of his shipmates remember Chuck. Write to 8 Burlington Crescent, Rhyl, Clwyd LL18 2RA. Tel 01745 353554.

HMS Wild Swan. Mr E. Williams, who served in the ship in 1940, learned only recently that she had been sunk two years later following an air attack. He would like details of the incident and survivors, and would welcome contact with any of his friends from the Wild Swan. Write to 50 Berkshire House, Barmouth Rd, Eston, Cleveland TS5 9SS.

HMS Dainty and Whitshed. Irene Wilmet, of Wareham, seeks news of her first boyfriend (now aged about 80), AB Charlie Duke, who served in these ships 1934-36. Charlie's home was Prince of Wales Rd, Weymouth. HMS Dainty Association would like to reunite these old sweethearts at its second reunion in November. News of Charlie and enquiries

Boy Seaman Fisher, HMS St Vincent Blake 80 1950, now running a pub in Sussex, is asked to get back in touch with D.T. Maughan, 11 Denmark Ave, Woodley, Berks. Tel 01734 694875.

HMS Dauntless November 1976 Lynne Gladwell (nee Williams) and Isobel Hill (nee Wishart) would like to contact all WRNS radio operators who joined up around that time with a view to holding a reunion. Please contact them via CWEA S. Hill, 630 Building, WE Faculty, HMS Collingwood, Newgate Lane, Fareham, Hants.

R.S. Beech would like to hear from members of Grenville 101 Class of Boy Seamen of St George, Isle of Man, and Ganges and the crew of HMS 1536 1952-54, part of the 120th Minesweeping Sqn which served in Hong Kong for two years. Write to 15 Winceby Gardens, Horncastle, Lincs LN9 6PJ.

HMS Intrepid and Fearless, WW2 destroyers and current LPDs. Any ship's company interested in a reunion are asked to contact ex-RO(G) Paul Dobson at 11 Balmoral Drive, Ferrybridge, Knottingley, West Yorks WF11 8RQ.

HMS Defender 1951-54 AV Nutty Crawford, formerly of Kentmere Rd, Plumstead, now possibly living in Lyme Regis, and PO Stoker Dennis Mortlock are asked to get in touch with their shipmate Maurice Kidney, 7 Hurworth Ave, South Shields, Tyne and Wear NE34 7SG. Tel 0191 456 8089.

HMS Jaseur Far East 1950-54 Shipmates are asked to contact LS Tom Stratton on 01332 700841.

HMS Falcon (Malta) 1950-55 Any old shipmates interested in a reunion are asked to contact Brum Stafford on 01827 282324. A few oppos have been in touch but more are needed.

HMS Cockatrice 1943-47 Ray "Chippy" Jones, of 230 Maggie Hill Rd, Chatham, Kent ME4 5XQ (tel 01634 828328) would like to contact or have news of PO Stan Rose.

about the association or the reunion should be addressed to Mr Peter Hillman, 15 East Mead, Pagham, Bognor Regis, West Sussex PO21 4QT.

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Fleet Air Arm memories are wanted

NAVY NEWS is commemorating 50 years of naval aviation in the jet age with a special supplement in the October edition.

Stories and pictures from WAFUs past and present should be sent to the Editor marked 'Aviation Special'.

Women, khaki and austerity – final part of Cdr David Hobbs' history of uniform

Dressing gown style in thick, scratchy serge...

WOMEN have served with the Royal Navy as nurses since 1884 (although the title Queen Alexandra's Royal Naval Nursing Service was not adopted until later), as members of the WRNS since 1917 and as integrated members of the Royal Navy in their own right since 1993.

Nurses have always worn ward dresses that closely followed established military nursing designs. The junior ratings have traditionally worn a sky blue dress with white apron, cuffs and a folded head square that has varied in detail in line with civilian fashions ashore.

Sisters wear navy blue and have a short cape, known as a tippet, in common with their equivalents in the Army and RAF Nursing Services. Distinctive badges and the width of the red piping denote rank.

Officers wear a square of cotton, marked in one corner with the naval crown, starched and folded so as to form a 'high chignon' on the head when in ward dress and the standard tricorne when in formal uniform.

Uniform rigs, distinct from those worn in the ward, have generally followed those worn by the WRNS since 1940. In 1982 QARNNS ratings adopted red cotton versions of the standard RN ratings' badges and in 1995 officers adopted gold lace to denote rank in place of the unique badges worn previously.

At the same time, ratings adopted standard rate badges rather than a distinctive version of them.

An advert appeared in *The Times* on 29 November 1917 calling for volunteers to join the new Women's Royal Naval Service. It stated that "the members of the Service will wear a distinctive uniform" but in fact no such uniform appeared until early in 1918 and the early volunteers had to wear plain clothes.

Conservative

When it did appear, the uniform was conservative, even for the time, and comprised ankle length 'dressing gown' style garments in thick, scratchy naval serge buttoned up the front and with miniature sailors' collars fitted to uncomfortably high necks.

'Pudding basin' hats and black boots completed the ratings' outfits.

Officers wore a 1918 version of the uniform that remains in use today, including a rather large tricorne hat. Since the WRNS was seen as a temporary auxiliary organisation, blue cotton rank lace and badges were issued rather than gold to save cost.

The WRNS was disbanded in 1919 – although many girls found their way into the WAAF which survived for much longer.

When reformed in 1939, WRNS ratings adopted a female version of the 'fore and aft' rig worn by men not dressed as seamen. This had an A-line skirt and a jacket that was fashionably short by 1939 standards.

At first the 'pudding basin' hat was resurrected, but this gave way to a version of the men's cap in 1942 which was worn complete with cap tally.

After women were allowed to serve in ships in 1990, a number of changes had to be undertaken

quickly since WRNS had nothing in their outfits and kit scales suitable for wear at sea.

At first they were issued with male coveralls, AWD and blue trousers to replace the skirt in the fore and aft rig. At best this was an interim solution since the short jacket did not lend itself to wear with trousers. Officers were unable to wear their mess undress in ships.

Effort was put into evaluating new rigs that were 'smart, feminine and different' but these proved impractical and unpopular at sea besides failing to present a 'corporate' naval image for ships' companies.

Corporate image

The solution has proved to be the adoption of tailored versions of the traditional male uniforms. These can be worn at sea, are very smart and present the required corporate image.

Ratings destined to wear the trial square rig in HMS Westminster applauded when they first saw it and the new mess undress is very popular with officers.

Boom years for the rag trade

CLOTHING up to 1914 was largely made by naval outfitters for officers who paid for it out of their own pockets.

Ratings met their kit scale requirements with garments they made themselves, although their initial issues were made with factory clothes.

War on a global scale led to massive orders being placed for uniforms and the production line techniques pioneered by Henry Ford in the motor industry being adopted.

Thus it became necessary to standardise and simplify designs in order to eradicate the need for hand finishing.

Logical

Before 1914 there were no "stock clothes" and the Royal Navy reflected the standards of the time. After 1918 the enormous surplus capacity generated in the clothing industry led to factory made clothes being sold in shops such as the Fifty Shilling Tailors.

The issue of contract made uniforms to officers and ratings today is a logical development of these continuing changes in the clothing industry.



● Conservative, even for the time: a World War I WRNS officer (note the large tricorne hat) in the 1918 version of a uniform that remains in use today, giving gas mask training to military recruits. By this time all naval units serving ashore wore khaki with naval badges.

Khaki came early for the bluejacket companies

THE ROYAL NAVY has used khaki for as long as the Army for similar reasons. Military training formed a substantial part of the repertoire of the Victorian Navy and "bluejacket" companies as well as Royal Marines were landed to fight in a number of colonial campaigns around the world.

The landing of heavy guns from the cruiser HMS Powerful as part of the force that fought at Ladysmith was but one example. As the Army changed from scarlet tunics to khaki combat clothing in this period, so did the Navy in major campaigns.

Stock was drawn from the Army, although sailors continued to use the Navy's own leather webbing until it was replaced by canvas Army style webbing in World War I.

The Great War caused a surge in the number of naval units operating ashore and all wore khaki uniform with naval badges. Major examples were the Royal Naval Division which fought at Gallipoli and on the Western Front and the Royal Naval Air Service which operated in every theatre ashore as well as at sea with the Grand Fleet.

Royal Marines units, which had worn blue uniforms throughout the 19th century, changed to khaki for everyday wear at this time. In October 1916 khaki uniform was ordered for all RN officers serving ashore outside the UK.

Khaki in the RN considerably pre-dates any attempt by the USN to wear a similar colour. It was adopted by the British Pacific Fleet in late 1944 because, with periods of up to 40 days at sea being planned, garments

could not be 'put by' for washing in a base port without becoming a health hazard.

Ships' laundries could not cope with traditional white uniforms, especially with the large numbers of extra 'war complement' men in every ship. Khaki bush jackets and trousers were thus a pragmatic alternative, but the widespread use of khaki declined in the late 1940s with the return to peacetime conditions, although its derivatives continue to be worn by specialist units.

SAVING ON BUTTONS?

BOTH world wars led to the use of austere uniforms and a reduction in the peacetime outfits and scales.

In World War II hostilities only ratings were issued with less kit than their regular colleagues but were expected to do the same jobs. By 1944 it was considered too expensive to issue all officers with two reefer jackets and so "battledress" was introduced as a working rig. A similar version, with hidden buttons, was introduced for aircrew.

After World War I the pre-war uniforms were brought back fairly quickly (to the delight of many naval tailors but not so many young officers) but after World War II austerity lasted much longer.

The old ceremonial uniforms were deleted and battledress remained in everyday use until after the Coronation in 1953. It survived even longer at Dartmouth, where it was used as working rig for officers under training until 1991.

● Lt Cdr – later Rear Admiral – Kenneth Farnhill models the ratings' battledress rig proposed in 1944.





Lt Paul Attwood and Mne Lee Johnston who finished just 100th of a second behind the Romanian champions in the Two Man event.

Bobbers go flat-out in Holland

THE RN/RM Four Man Bobsleigh team have won the first event of the 1996/97 World Championship season in the unlikely venue of Groningen in Holland, land of no hills.

The event took place on the world's largest mobile push-start track using wheeled bobsleighs and the RN/RM four man team were victorious in their first outing.

Encouraged by success in the two man event with Mne Lee Johnston and Lt Paul Attwood just a hundredth of a second behind the Romanian champions, seventh place for POPT Mark Harold and Cpl Craig Elliott, and eighth for LMAs Scott Harding and Matt Southey, the bobbers decided to put together a team for the Four Man event.

An explosive exhibition of power and strength gave the team the fastest time in the training run and in the first run to count the team rocketed off the blocks to establish a lead of 5/100ths of a second, a massive margin for this level of competition.

In the second run the Romanians tried too hard and were forced to retire through injury, allowing the Dutch and Germans to narrow the RN/RM lead to 1/100th of a second.

With everything depending on the third run, the very junior GB team held their nerve in front of a roaring crowd of 2,000 and their final great push opened their lead to 5/100ths of a second, securing victory and an invitation to defend their title next year.

Vacancies

The RN/RM are traditionally the underdogs of Service bobsleighing but with the selection of Johnston and Attwood to the GB Europa 96/97 squad hopes are high of turning the team's fortunes around.

Anyone interested in Bobsleighing, male or female, should contact Lt Sean O'Callaghan on 01705 768052 who says the main requirements are fitness, speed and a lot of bottle!

In brief

Swim win

HMS RALEIGH won the men's and ladies team titles at Plymouth Command's swimming championships.

The men's event was very close run but Raleigh's ladies maintained a strong lead throughout.

Tennis title

THE MEN'S Intercommand Lawn Tennis Championships held at Burnaby Road, Portsmouth, were won by Fleet after a closely fought final against Portsmouth/Scotland.

The prizes were presented by Captain Colin Hamilton, the new chairman of the RNLTA.

Five-a-side

FIVE-A-SIDE football teams are being sought from within the Navy to take part in a nationwide tournament starting in September.

Every participant will receive a year's free subscription to Sky Sports. To enter, call the Carling Cup credit card hotline on 01483 205000. The deadline for applications is August 23.

Golden days

ROYAL NAVY swimmers won 31 medals at the World Masters Swimming Championships held in Sheffield recently.

Eleven men and four women represented the RN in the competition. Notable successes were Neil Tate, who collected gold medals for the 800m and 200m freestyle event breaking a European record in the process, and Alex Laylee with silver in the 50m backstroke.

Dark horses

THE PLYMOUTH RN/RM Riding Association held its inaugural combined training and open day in July with units and individuals from all over the South competing to a very high standard.

HMS Drake won the Victor Ludorum Team Trophy, CPO R Sheridan won the Black Horse Trophy, Mrs P Howard collected the Dependant Cup with Miss E Howard and Miss J Buitenga winning the Pony Club senior and junior trophies respectively.

Dartmouth comes top

BRITANNIA Royal Naval College at Dartmouth has won the first ever Tri-College Games between the colleges of the Army, Navy and RAF.

Young officers competed at tennis, cricket, golf, dinghy sailing, water polo and volleyball with Britannia triumphing over Cranwell and Sandhurst after a busy weekend.

Marines set sights on Olympics

THE ROYAL Marines are already expected to dominate the British Olympic Biathlon Team which will compete in Japan's winter olympics in 1998.

Marines Ceri Thomas and Craig Haslam have been joined by Lt Tim David who has been appointed team manager. And with two further marines in the national development squad the corps has never been so well represented.

The team is now training in Norway for the new season which gets underway in Lillehammer in November.

Canoeists are left to own Devizes

THE RN Canoe Polo Team dominated the Interservices Championships at Devizes.

The RN A team demonstrated some awesome firepower, sweeping aside the Army B team and overpowering the under strength Civil Service A team 9-0.

Meanwhile the RAF A team breezed past the Army 4-1 to set the scene for an RN/RAF final with the RN gunning for a hat trick of wins.

Superior

The RN played a vastly superior game with exciting attacks and solid defence and were 4-0 up at half time. Despite pulling two back there were three more goals from the RN and a final score of 7-2.

The Navy took home the Men's and the Open trophies as well as the Interservices Trophy, for the third year running.

The RN Ladies team had not played together before the competition but battled well to reach the final against the Army, but were forced to settle for second place after a 1-0 defeat.

Stroke of bad luck at Henley

THE NAVY had its first entry in the Henley Regatta for 42 years, but injury and the unavailability of a key oarsman denied them success.

Recent form automatically qualified them for their first entry at Henley since 1954, but a serious knee injury suffered by Cdr Andy Mathews forced a substitution and reorganisation of the boat late on.

Despite hard work and terrific support, the VIII lost by one length to Bewl Bridge RC over the 1-mile 550 yard course.

HISTORIC DAY FOR RN POLO

WITH ONLY one win in the Inter Regimental Polo Championship's 110-year history, the Royal Navy pulled off a spectacular coup with their victory in this year's event at Smith's Lawn, Windsor.

Playing against a strong team from the Royal Wessex Yeomanry and watched by HM the Queen, the RN were level at 3-3 at the end of the match when the goals were widened for a sudden death result in extra time.

The Navy kept cool heads, as they had throughout the previous rounds of the Inter Regimental, and the winning goal was put away by Lt Adrian Aplin (ASec/ACNS) making the final score 4-3.

After the first chukka the score was still 0-0 despite some frantic stick-work and fast runs down the 300-yard ground.

The Army gained an early lead in the second but an under-the-legs shot from Lt Ian Annett (FOSF) equalised the score in the dying moments of the same chukka.



Capt Peter Cameron RM rides off Capt Nick Hunter Picture: FOSF Photographic

Yeomanry Captain Tim Verdon fought on aggressively in the third and broke away from the Navy on a fast pony to score from a lofted shot 40 yards out from goal, only to be countered by an incredible under-the-neck shot by Cdr Richard Mason (DN Plans) under pressure from the Army defence.

All was left to play for in the final chukka and when Capt Nick Hunter scored for the Army it seemed all over for the RN until an infringement in front of goal gave Cdr Mason the opportunity to score from a 30-yard penalty a minute from the final bell.

Worrying scrabble

After a worrying scrabble around the Navy goal at the start of extra time, the ball was cleared to the boards by Capt Peter Cameron RM (JDSC) and was taken up the field by Lt Ian Annett, only to be ridden off hard by the Army. But Lt Adrian Aplin, following closely through, managed a nearside shot under considerable pressure to clinch the match for the Royal Navy team, who were presented with the Cup by The Queen.

Feeling the strain: The RN VIII and Cox Katherine Gershon at the Henley Royal Regatta Picture: LA (PHOT) Steve Lewis



Fit to drop?

THE SPORT of skydiving is open to all military and MOD personnel and their dependants at discounted rates.

The Royal Naval and Royal Marines Sport Parachute Association offers every form of training including static line, accelerated free fall and tandem descents.

For further information on course bookings and costs contact the Admin SNCO on 01404 891697 or fax on 01404 891697.

Air shots are the most accurate

A TYPICALLY gutsy performance from HMS Sultan's Art App Terry Taylor saw him retain his individual title at the recent Navy Championships, while Naval Air Command won the Inter command event for the second year running, writes Cdr Gary Skinnis.

Letham Grange at Arbroath was always going to a testing course for the Navy's top golfers, but few would have guessed quite how tough it turned out to be.

The course was in superb condition and with some memorable holes it is easy to see why it is known as the Augusta of Scotland. But the rough is of US proportions and this, combined with very difficult pin positions for the first two rounds, led to the unique occurrence of no-one being able to break 80 on the first day.

The half-way mark saw a three-way tie for the lead with current Navy player POPT Stretton (RNAS Yeovilton) recently

returned from a stint in the Falklands, being matched stroke-for-stroke by AB Kenny Smith (HMS Caledonia) and BC/Sgt David Sharp (CTCRM). One of the pre-championship favourites, CPO Eddie Comerford (HMS Caledonia) lurked just one shot behind. Meanwhile, the eventual winner Taylor had by his standards a mediocre day with two rounds of 84 to be 7 shots adrift.

Surprise of the day

The stiff breeze in evidence on the first day remained for the final two rounds, but the pin positions were far more friendly and some very creditable scores were achieved on the last day.

Lt Kevin Seymour (RNAS Yeovilton) is obviously a name for the future. He produced the surprise of the day with an excellent morning round of 77 (4 over par) and led the field at lunchtime by one shot from Comerford and Stretton.

Taylor, meanwhile, had begun to regain his form and with neither Comerford or Stretton able to produce the extra-special round required, the stage was set for Taylor to come striding through the field just as he had done at the China Fleet Club last year.

But Taylor played at the top of his form in recording a final round of 76 and took the title by three shots. Considering his lack of preparation, Stretton should have been pleased to have been runner-up, but there was an element of disappointment in local man Comerford (3rd) who probably had his best opportunity to become Navy Champion.

The low round of the championship was recorded in the final round by Cpl Joe Sharp (CTCRM) who in doing so overhauled his brother David, one of the halfway leaders.

As predicted, Naval Air Command possessed too much strength in depth in the team event and duly retained their title. However, they were pushed all the way by Portsmouth, and when analysed, the overall

margin of 11 shots amounts to less than one stroke per round.

Two weeks later a Navy side took on a strong Dorset where a deficit of just one point after the foursomes kept aspirations alive. Resounding wins were recorded by Lt Cdr Ian Yuill (DCSIS(N) with Lt Cdr Daryl Whitehead (815 Sqn) and Lt Cdr Pat Lynch (FONA) with Sgt Bill Parker (847 Sqn). But home experience showed in the singles and the Navy could only manage two wins from ten matches. Lt Steve Roberts (RNAS Yeovilton) continued in excellent form to beat his young opponent but the performance of the weekend came from Lynch whose opponent was a staggering five under par at the midway point. Lynch had eagled the long third to stand a respectable three down at the turn. He battled bravely, eventually caught up, and snatched the match on the 18th.

● Attention now turns to the Interservices at Little Aston Golf Club in September.

Sport

Iron Duke crowns successful season with midi ships victory

THE FINAL of the Midi Ships Soccer Cup was a keenly contested battle between the frigates HMS Iron Duke and HMS Marlborough at Eastney, Portsmouth.

A large crowd turned out to watch the match, the first final to be played between two Type 23s, with both from the Fourth Frigate Squadron.

A penalty awarded to HMS Iron Duke was struck home by CPOWEM(O) Ray Galeozzie to put the ship ahead.

A 20-yard screamer followed from LMEM(O) Les Gregory to put Iron Duke two nil up and the team held Marlborough at bay until the final whistle.

Captain F4, Capt John Rodley, presented the Midi Ships Cup to HMS Iron Duke, the first lean manned ship to lift the trophy.

For Iron Duke the result was the icing on the cake after a very successful season.

Making the most of an extended DED and retrofit, the team entered the Devon Wednesday League.

They competed against various shore establishments and civilian sides from the Plymouth area and were the runners up at their first attempt.

LWEM Gregory was named as the league's top goal scorer and LPTI Valentine Brannigan was voted Sportsman of the Year.



● Iron Duke's CPO Ray Galeozzie (right) who's penalty helped to put the Midi Ships Cup beyond Marlborough's reach.

Ray makes light work of tough triathlon

NAVY triathlete Cpl Chris Ray put his status as the Service's most senior competitor beyond doubt at the RN championships hosted by CTCRM.

Cpl Ray finished the 600m swim, 17-mile cycle and 3.5 mile run in just 1 hour 15, three minutes ahead of his nearest rival.

Although the field was somewhat depleted by Service commitments, some highly qualified civilians took part in the fifth annual event.

Cpl Ray was second out of the pool and soon began to draw away from the 12 athletes in the elite wave, and recorded the fastest cycle, closely followed by Lt Cdr Peter Walker (RM Poole) and Lt Craig Evans (2SL).

Hectic

In the final section, the run was fought at a hectic pace with Lt Evans pipping civilian Andy Mole by one second.

The Ladies event was equally competitive, with Interservices champion LWRN Lesley Allen (Sultan) being beaten by a fast improving LWRN Vicki Norton (Osprey).

Norton exited the pool 35 seconds up on Allen who then posted the ladies fastest cycle split.

With Allen out of the transition area just ahead of Norton a battle was about to commence. Norton has performed well all season and had the edge on Allen, recently sidelined through injury, and this showed as Norton took 30 seconds off the runner-up to take the title with 1 hour 23.

Lt Roger Saynor won the Veterans event with 1 hour 21 and was fifth overall.

The star of the day was Novice Champion POSA Gary Drew who finished sixth in his first year in the sport with an astonishing 1 hour 22. The up and coming HMS Raleigh team (Lt Saynor, POSA Drew and LPT Childs) took the team title away from the Royal Marines who have held it for the last five years. The ladies team title was won by the girls from HMS Osprey.

Robison strikes gold in final run

THE INTERSERVICES Athletics Championships produced intense competition and some exceptional performances for the RN.

Lt Cdr Chris Robison (left) won a tremendous battle with his fellow international Cpl Mark Flint (RAF) for gold in the 5000m in his last race before leaving the Service.

Fine hammer throwing from C/Sgt Andy Mitchell (RM) earned him a silver medal and LPT Brum Edwards scooped the bronze medal in the 400m hurdles as well as running an excellent first leg in the 400m relay.

Bronze medals also went to Wren Page for the shot and to CPO Rupert Williams for the 100m.

The event, which was hosted by the Navy at Burnaby Road, Portsmouth, ended with a marvellous run by the RN relay teams, with the 4x100m team almost snatching victory with a near record time and the 4x400m shaking both the Army and RAF before fading in the home straight.

The Army won the men's title but the women champions were the RAF.

● The Royal Navy Athletics Championships also took place at Burnaby Road and saw C/Sgt Andy Mitchell (RM) collect three golds for discus, hammer and shot.

Doubles

CK John Potts (Portsmouth) did the middle distance double by winning both the 800m and the 1500m. CPO Williams (Scotland) carried off the sprint double, romping the 100m and the 200m while Lt Terry Price (Portsmouth) pulled off another double with the fastest times in the 110m and 400m hurdles. Lt Attwood (RM) won both the long jump and the triple jump.

The men's title was won by the Marines with Portsmouth as runners-up.

In the women's competition, Muns Munsey (Portsmouth) won the sprint double of 100m and 200m while S/Lts Oliviant (Devonport) and Caldicotte-Barr (Portsmouth) shared gold and silver medals between them for the 1500m and 3000m. Wren Harmsworth won the triple and long jumps and LWren Keeping (Portsmouth) won the 100m hurdles and the high jump.

The women's championship was won by Portsmouth.



● LPT Brum Edwards (above) got the Royal Navy 4x400m relay team off to a great start. Picture: FOSF Photographic

Cricket round-up

RN V Sussex at Portsmouth

SUSSEX, on their first visit to Portsmouth in ten years, found the Navy batsmen in good form.

Lt Cdr Andy Eastaugh made 34 before he was LBW to Horam. Falconer made 76 and Procter 58 with ten fours as the Navy reached 208-6 declared.

The County side began positively and reached 84 for two before Morris and Procter, with spin and speed, took wickets steadily and Sussex slumped to 142-6. Only R Rao with 97 prevented a Navy victory although he was fortunate to escape dismissal after handling the ball, before he was run out with a direct throw from skipper Barsby.

Morris achieved a five-wicket haul when he dismissed Bates with Sussex 25 runs short of the Navy target and the match was drawn.

The Navy could not capture the final wicket and Sussex reached 186 for 9 when time was called. This performance maintained the improvement shown at Oxford and demonstrated what can be achieved by a whole-team effort. RN 208-6 declared. Sussex 186 for 9. Match drawn.

RN V Essex at Maldon

THE NAVY travelled to Maldon to meet a young Essex XI who played some excellent cricket, making 153-3 at lunch, with Napier on 79. After lunch wickets fell steadily as the home side pressed for a declaration which came with the score at 224-9.

Barsby with 5-63 returned his best figures of the season and was supported by some fine tight bowling by Lt Chris Slocombe (RNC Greenwich) with 2-45 in 20 economical overs.

An opening partnership of 83 was broken when Eastaugh was caught for 43. Harrison made 38, Falconer 26 and Procter 34 before the middle order slumped to leave the Navy score at 172-8.

But skipper Paul Barsby joined Mike Benikos, the Maldon pro from Waverley, Sydney, to see the Navy home to a thrilling victory with an unbroken stand of 53 with two wickets and 11 balls to spare.

Essex XI 224-9 Dec RN 225-8 RN won by 2 wks.

RN V Civil Service

WHEN the Navy batted after winning the toss, Lt Tony Bosustow making his first representative appearance for more than five

years, scored a confident 31 before being caught with the score at 74.

POWEA Dean Kitching made 32 in his first appearance of the season but after he was out, some poor shots saw the Navy all out for 145.

Despite the early loss of Burn for four, the Civil Service batsmen made short work of the Navy bowling; K Hewson 59 not out and C Sharp 64 not out saw the CS side reach 147-1 giving them a convincing nine wickets win in the 32nd over.

It was a very disappointing performance in which the batsmen failed to make a large enough score to enable the bowlers to restrict the strong civil service batting.

RN 145 Civil Service 147-1 Civil Service won by 9 wks.

RN V British Police at Portsmouth ON A HOT dry morning the police won the toss and scored rapidly to reach 143-2 at lunch from 36 overs. The middle order of Malcolm Roberts (66), David Fraser-Darling (63) and Graham Shaw (63) ensured a big total and

the police reached 276-8 at the end of their allotted overs.

POMEA David Garbutt (HMS Illustrious) in his first match of the season took four for 52 in 11 overs.

In the face of some tight bowling the Navy made steady progress with Eastaugh making 44 before he was third out with the score at 100 in the 26th over. Useful contributions came from the middle order but the run rate increased as the Navy reached 236-9 leaving the Police winners by 40 runs.

British Police 276-8 RN 236-9 British Police won by 40 runs.

RN V United London Banks TONY BOSUSTOW played another good innings making 35 out of 70-3 before the middle order rallied with POWTR Gary Braithwaite (HMS Manchester) making 35, AEM John Mann 26 and CPO Stuart Adams 38 as the Navy reached 220-9.

The banks began well, reaching 103-1 in 32 overs before the required over rate increased as Navy bowlers imposed pressure. John Mann, with his season's best figures of 3-30, took the Navy to

the verge of victory before POWTR Kevin Norwood had O'Hara caught for 53 and the banks were all out for 205, giving the Navy victory by 15 runs. RN 220-9 ULB 205

RN V Middlesex XI at Portsmouth

Middlesex were put in first by skipper Paul Barsby in the hope of some finding some early life in the wicket, but Pierce and Lane opened with a partnership of 132 before Pierce was out for 78.

The county side maintained a run rate of nearly five runs per over as they reached 270-7 in 55 overs. Andy Proter bowled well to take 4-37 in 11 overs.

In reply, after the loss of two early wickets, a partnership of 75 between Tim Burt and Darren Harrison took the score to 112 before Burt was out for 49.

Harrison batted for over two hours for his 53 and although after 40 overs the Navy were only five runs behind the Middlesex score at this stage, they could not provide the momentum to challenge the county side and were all out for 232 and Middlesex won by 38 runs.

Middlesex XI 270-7 RN 232.

RN V Hampshire XI at Portsmouth

AFTER being put in and reaching 16-2, Hampshire took the initiative from the Navy bowlers. Liam Botham, who made 106, was well supported by Kendall (72) as Hampshire totalled 323-8 in 55 overs. Hurry bowled well for the Navy taking 2-36 from 11 overs.

A disastrous start saw the RN lose 7 for 43 before a partnership of 127 between Slocombe and Miles took the score to 172-8. Slocombe was 44 not out when the innings closed at 192 with Andy Eastaugh unable to bat through injury.

Hants XI 323-6 RN 192 Hants won by 131 runs.

Interservices Under 25s at Aldershot The RN Under 25s reached winning positions against both the Army and RAF before rain stopped play in both matches.

The RAF were 191-9 and the RN were 63-1 when the clouds opened. On day two the Army were 79-7 before rain reduced the match to 35 overs. The Navy, at 57-5 and 13 overs remaining, were only prevented from winning outright by more rain. The RAF beat the Army on day three to win the tournament, a very disappointing end to the season for the U25s.

Duke of York to leave Service

THE DUKE of York has decided to leave the Navy after his next appointment in Ministry of Defence headquarters.

Prince Andrew, a lieutenant-commander and at present senior pilot of 815 Naval Air Squadron based at Portland, will be appointed to the staff of the Directorate of Naval Operations in London in January.

Within DNO his responsibilities will include the operational effectiveness of ship's helicopters.

Falklands War

Prince Andrew (36) joined the Navy in 1979, and as a sub-lieutenant in HMS Invincible saw service as a Sea King helicopter pilot during the Falklands War.

He was promoted lieutenant in 1984 and subsequently saw service in HM ships Brazen, Edinburgh and Campbelltown. In 1993-94 he was Commanding Officer of the minehunter HMS Cottesmore.

● The Duke of Edinburgh visited HMS Osprey on June 28 to meet the staff of 815 Squadron.

Olwen's cruise ship rescue

TANKER RFA Olwen rescued a Russian cruise ship listing heavily in the North Sea four hours steaming from Aberdeen.

The Alla Tarasove, with 70 passengers and 68 crew, sent a Mayday call after its engine room took in water. The Olwen used her flight deck to refuel a search and rescue Sea King helicopter.

Later, engineers from the tanker went on board the Russian ship to pump her out and restore power.

Company to deal with injury claims

NEW CLAIMS for personal injury by serving or ex-serving personnel will now be dealt with by a private company.

Royal Group Services, a subsidiary of Royal Insurance plc, will receive all claims other than those relating to Gulf War syndrome or medical negligence, which will still be dealt with by the Ministry of Defence. The Ministry says the change will not affect individuals' rights.

Claims to RGS should be submitted to the company at Roseberry House, 41 Springfield Road, Chelmsford, Essex, CM2 6RA.

First helicopter squadron marks 60th birthday

THE NAVY'S first helicopter squadron has celebrated its diamond jubilee in high style with a flying display involving nine different types of aircraft.

The display at RN air station Cudrose was part of a two-day celebration of the 60th anniversary of 705 Squadron.

It was attended by Flag Officer Naval Aviation, Rear Admiral Terry Loughran,

and aircraft taking part included a Hawk trainer, a Swordfish of the RN Historic Flight, a Hiller, Sea Kings, a Grob, Lynx, Gazelles of 705 Squadron and a Sea Harrier.

Twenty former Commanding Officers – from as far back as 1949 – joined the present CO, Lt Cdr Mike Osman, at a dinner on the eve of the official ceremony.

An anniversary cake was cut by the

Service's first helicopter pilot, Lt Neil Fuller RN (retd).

Founded in 1936, 705 Squadron was first equipped with Swordfish and embarked in the battlecruisers Repulse and Renown. By the end of the war it was based at RN air station Ronaldsway and then reformed at RNAS Gosport in 1947 to receive the new Sikorsky Hoverfly helicopters.

There the squadron was tasked with

training pilots, crewmen and maintainers, and the development and evaluation of new techniques and equipment. It was re-equipped with Dragonfly helicopters in 1950, and later received Whirlwind and Hiller aircraft.

The squadron transferred to its present base at Cudrose in 1959. It was re-equipped with Gazelles in the mid-Seventies, and since 1953 has taught over 1,600 student pilots.



First Sea Lord's tribute to Gib base

'STRONG SENSE OF LOSS' OVER ROOKE CLOSURE

CLOSURE of the Royal Navy's establishment at Gibraltar on July 10 has brought "a particularly strong sense of loss" to the Service, said the First Sea Lord.

In a signal paying tribute to all those who have served in HMS Rooke since it was established ashore in 1946, Admiral Sir Jock Slater said the Navy's association with Gibraltar has endured for three centuries.

There had been an officer in charge of Naval establishments on

The Rock since 1842, when the depot ships Grappler, Goshawk and Cormorant provided accommodation.

"It was singularly fitting that when the Naval presence came ashore 50 years ago, it was Sir George Rooke's name that was chosen in memory of the Colony which he won," said Admiral

Slater. (Admiral Rooke captured Gibraltar in 1704).

"Thank you all, Service and civilian personnel alike, for your understanding and constructive preparation for the changes which 1996 brings.

"As the White Ensign is lowered for the last time over HMS Rooke, I pay tribute to all those who have served there over the years and send my best wishes to those who continue to serve in Gibraltar and those who now go their separate ways."

Tri-Service

In April last year, Rooke became home for the tri-Service officers' mess in Gibraltar, and the establishment celebrated its 50th anniversary on June 29 with a summer fair.

The decommissioning was accompanied by the change of command from Cdr Keith Redford to Capt Richard Lord RN. The WO and senior rates' mess, and the unit personnel office have also become tri-Service, and there is no more RN catering and stores accounting on The Rock.

Most other functions will continue on a reduced scale at the new Devils Tower Camp. Until the camp is completed in November, some administrative tasks will still be carried out from Rooke.

Royal smile for Lancaster lass

BROAD SMILES all round as the Queen meets LCH William Pascoe, his wife Heather, and their two-year-old daughter Aimee in the gallery of HMS Lancaster.

The encounter came during Her Majesty's third visit to the Type 23 frigate she launched in 1990. During her two-deck tour of the vessel, berthed at Portsmouth, she met most of the 186-strong ship's company and their families.

The Queen lunched in the hangar with 40 officers and men and their families, and later joined the ship's company as the Lancaster bomber from the Battle of Britain Memorial Flight flew overhead.

Before leaving Her Majesty was presented with red roses by Francesca Harland, and with bouquets by Fiona Haley and Laurie Mountford.

Picture: LA(PHOT) Steve Wood

200 jobs to go at Portsmouth base

MORE than 200 civilian jobs are to be shed at Portsmouth Naval Base in a bid to make the Fleet Maintenance and Repair Organisation competitive enough to hold on to the work.

The redundancies were announced by Armed Forces Minister Mr Nicholas Soames during his visit to HMS Collingwood. He said 210 jobs in the FMRO would go by March. A further 100 are being cut through natural wastage – and most of those have already gone.

The FMRO's work is soon to undergo market testing, with other concerns keen to bid for the contract.

Greenwich's world status

HISTORIC buildings at Greenwich, which include the Royal Naval College and the National Maritime Museum, are to be nominated as a World Heritage Site. Their status is expected to be confirmed in January 1998, making Greenwich Britain's eleventh such site.



An artist's impression of one of the two new assault ships on order.

● From front page named Bulwark and Albion – will be built at VSEL's yard at Barrow-in-Furness.

They will displace 13,000 tonnes, have a speed of 18 knots, and will be able to carry up to 650 men and supporting vehicles. As with Fearless and Intrepid, the ships will be LPDs (Landing Platform Docks), the stern dock

area being flooded for the launch of their four tank and four personnel carrying landing craft.

Two Merlin or two Sea King helicopters may be operated from the flight deck above the dock.

In his announcement, Mr Portillo reiterated Government support for the Joint Rapid Deployment Force, which became operational on August 1.

Navy News

MONTHLY QUIZ
ENTRY FORM

CASH PRIZES TO BE WON!

A specially devised Navy News Monthly Quiz is featured in the 1996 Navy News Calendar. Readers of Navy News and users of the 1996 'Power of the Sea' Calendar are invited to take part in the Quiz with the winners receiving prizes donated by Navy News.

Each monthly leaf of the 1996 Calendar poses a question, the answer to which is revealed by possessing a knowledge of naval matters or careful reading of the Navy News 1996 Calendar. Test yourself and pay careful attention to each calendar leaf! The questions will be reprinted in Navy News for the appropriate month (August question shown here).

Each monthly issue of Navy News throughout 1996 will contain an entry form for that month's question.

DO NOT SEND YOUR ENTRY IN YET!

When all twelve original entry forms have been completed, contestants should submit them together in one envelope to arrive at the offices of Navy News not later than 31 March 1997.

Entries with all twelve correct answers will be entered in a prize draw conducted at Navy News offices in April 1997. Winners will be announced in the May 1997 issue of Navy News. The first name drawn will receive a prize of £300. There will be a prize of £100 for the second name drawn and eight further consolation prizes of £25.

So just for fun, test your knowledge of naval matters and win yourself a prize.

Write your answer here

August '96
Question

Name the foxy
flyer that flew
from HMS Eagle
in the 1970s.

NAME
ADDRESS
POSTCODE
TEL. NO.

Keep this coupon in a safe place until you have collected all twelve.
Judges decision will be final. No correspondence will be entered into. Employees or relatives of Navy News staff are ineligible for this quiz.

